





MAILS.  
**NORDDEUTSCHER LLOYD.**  
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
NAPLES, GENOA, ALGERI, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"LUTOW" Capt. B. Wilhelm (T. 17,500)	WEDNESDAY, 30th Nov., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. Blazer (T. 18,500)	About WEDNESDAY, 30th November.
MANILA, YAP, ANGAUR, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz (T. 6,000)	SATURDAY, 3rd Dec., at Daylight.
KOBE and YOKOHAMA	"COBLENZ" Capt. H. Rogener (T. 6,750)	About TUESDAY, 13th December.
KUDAT and SANDAKAN	"BORMEO" (T. 5,050) Capt. F. Sammler	Middle of December.

All the steamers of the Imperial Line are fitted with Wireless Telegraphic. New System of Telefunken.

**NORDDEUTSCHER LLOYD.**

BEELCHERS & CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 22nd November, 1910.

Intimations.

LIFE WITHOUT HEALTH IS LIVING DEATH.  
**VETARZO BRAIN AND NERVE FOOD**

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other causes. It restores vitality, improves circulation, increases the capacity of the brain, and cures all diseases of the nervous system. It is a powerful tonic, and its effects are almost magical in the treatment of all diseases of the brain and nerves, such as neuritis, neuralgia, hysteria, epilepsy, and all other diseases of the nervous system. It is a powerful tonic, and its effects are almost magical in the treatment of all diseases of the brain and nerves, such as neuritis, neuralgia, hysteria, epilepsy, and all other diseases of the nervous system.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.  
**VETARZO BLOOD MEDICINE**

Never before was there anything like it, nor can its marvellous properties ever be equalled in any other medicine. It is a powerful tonic, and its effects are almost magical in the treatment of all diseases of the blood, such as anaemia, chlorosis, and all other diseases of the blood. It is a powerful tonic, and its effects are almost magical in the treatment of all diseases of the blood, such as anaemia, chlorosis, and all other diseases of the blood.

Send stamped addressed envelope for free booklet, or P.O. 2/6 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., COSELY OAK, LONDON. Unprincipled Vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOT'S, CASH, CHEMISTS.

GENTLEMEN,  
WE HAVE SOMETHING TO  
SUIT YOU!

**OSMAN & CASUM,**

JUST ARRIVED, a wide range of New Fashionable Suit length pieces of 3/2 yds.—double width.  
Pyjama Suits, Woollen, Flannel and Flannelette.  
Silk Scarves, assorted colours; Scarf Pins, rolled gold and gold plated. Dress Neck Ties, White and Black.

1 & 8, D'AGUIAR STREET.  
JUST UNPACKED  
Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.  
MUSLIN and FIGURED VOILS.

HOOSAIN-ALI & CO.,  
No. 14, QUEEN'S ROAD CENTRAL  
Hongkong, 15th November, 1910.

LACE and EMBROIDERIES a specialty.  
TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

SAVE YOUR HEALTH  
in drinking the cheapest and most agreeable Table Mineral Water  
"COUZAN GATIER"  
approved by the French Faculty of Medicine.

Samples on application.  
Coast Port Orders carefully executed  
Hongkong, 6th September, 1900.

Large Bottles ..... \$0.30  
Dose ..... 3.25  
Case 50 Bottles ..... \$1.50  
" 60 " ..... \$1.50  
SOLE AGENTS:  
"FRENCH STORE"  
Hongkong, 18th July, 1910.

**LEE YEE**  
HAIR DRESSING SALOON.  
HAS ALWAYS ON HAND  
CIGARS, CIGARETTES  
AND  
TOILET REQUISITES  
FOR SALE  
19, D'AGUIAR STREET,  
HONGKONG.  
Hongkong, 3rd September, 1907.

Intimations.  
**THE YOKOHAMA DOCK CO., LTD.**

Telegraphic Address:—"DOCK," Yokohama.  
Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and Watkin's.  
DRY DOCK DEPARTMENT—Telephones: Nos. 376, 506, or 681.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length ..... 515 ft.	Docking Length ..... 376 ft.	Docking Length ..... 481 ft.
Width of Entrance ..... 80 "	Width of Entrance ..... 50 "	Width of Entrance ..... 63 "
Water on Blocks ..... 28 "	Water on Blocks ..... 26 "	Water on Blocks ..... 27.5 "

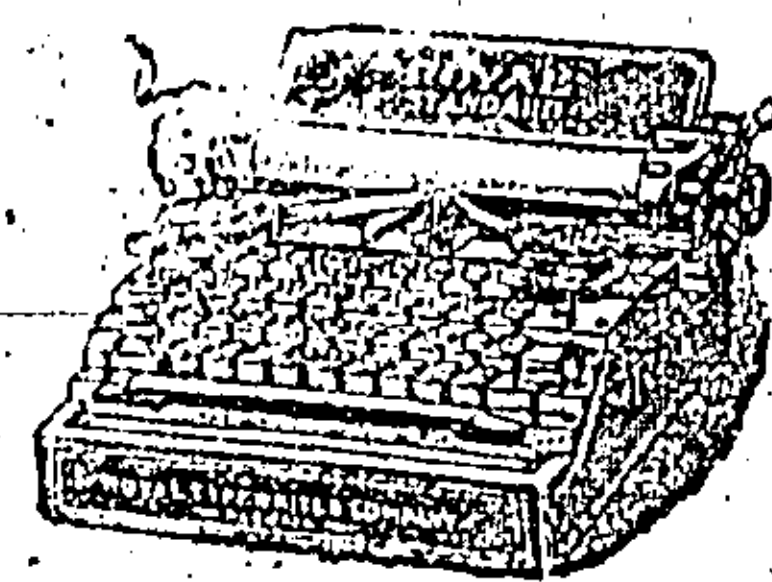
Mooring basin 600 feet x 100 feet x 25 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tanks, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—  
Telephones: Midoricho Office 513, or 575; Customs Branch Office 1392, Takashimacho Office 291, or 2050; Irifancho Office 2151.

206 buildings, principally of brick and steel, 358 entrances, 13 buildings are private bonded warehouses. Floor area 73,343 square yards or 15.15 acres. Direct water frontage of 2.36 miles in length, part having a depth of 25 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government all ways. Use of 45 ton derrick, cranes, launches, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910.



FREE TRIAL.

TRY THE  
ROYAL STANDARD  
TYPEWRITER  
(VISIBLE)

Cost \$185 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

61, DES VREUX ROAD.

GREEN ISLAND CEMENT COMPANY

LIMITED.

PORTLAND CEMENT.

In Casks of 875 lbs. net.

In Bags of 250 lbs. net.

SHAWAN TOMES & CO.,

General Managers.

Hongkong, 11th August, 1910.

THE  
CHINA PROVIDENT LOAN AND  
MORTGAGE CO., LTD.

(CAPITAL PAID UP ..... \$1,350,000)

Loans on Mortgage of House Property, &c.  
Goods received on Storage.  
Advances made on Merchandise.  
Loans made on the Provident System.  
(Rates and Particulars on application.)

THE OFFICE OF  
TRUSTEE, EXECUTOR OF WILLS,  
ATTORNEY, &c.,  
Undertaken and Executed.  
SHEWAN, TOMES & CO.  
General Managers.  
Hongkong, 20th March, 1905.

**F. BLACKHEAD & Co.,**

SHIP-CHANDLERS, SAILMAKERS  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.  
GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR  
HARTMANN'S RAHTIEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

ALWAYS IN STOCK

AT

REASONABLE PRICES.

EVERY KIND OF

SHIPS STORES AND REQUISITES

March 20th, 1905.

THE BRITISH-FOREIGN IMPORT &  
EXPORT COMPANY, Central Build-  
ings, Liverpool, England, is prepared to  
receive Consignments of Local Produce on  
best terms.

LAU PING KEE.

DEALER IN

USED POSTAGE STAMPS

AND

PICTORIAL POST CARDS.

HAS also a Large Assortment of XMAS  
and NEW YEAR CARDS in Stock.  
Prices Moderate.

MONEY CHANGER.

No. 10, Queen's Road Central.

Hongkong, 3rd November, 1910.

HUNG ON & CO.,

SHOW ROOM AND STORE

at the Premises formerly occupied by

'A' CHEE & Co.,  
174, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND  
FURNITURE  
IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver  
Plated, Glass and Iron Wares of all  
descriptions, always on hand, for sale or on  
hire at moderate rates.

Hongkong, 11th June, 1910.

ROBBERS' RETURN.

	Sept.	Oct.	Nov.—Oct.
Allagar	1,600	8,555	20,017
Alor Pongon	2,628	11,157	11,157
Alma	1,100	4,850	4,850
Anglo Malay	50,621	464,118	464,118
Ayer Kuning	370	400	2,186
Ayer Molek	2,168	11,058	11,058
Ayer Panas	1,580	4,330	4,330
Balugan	7,651	8,481	84,818
Batak Rabb	1,350	5,835	5,835
Batong	4,173	10,307	10,307
Batu Caves	14,728	104,070	104,070
Batu Tiga	9,602	61,870	61,870
Berem	1,100	1,100	1,100
Bertam	10,350	83,893	83,893
Bikam	3,145	16,767	16,767
Briah	1,675	5,823	5,823
Bukit Kajang	5,293	5,664	4,148
Bukit Rajah	36,311	308,965	308,965
Bukit Lintang	4,700	4,750	31,770
Bukit Timah	1,422	1,157	5,118
Bukit K. B.	612	1,605	1,605
Carey United	12,250	86,550	86,550
Castelfield	5,047	31,168	31,168
Changkat Serdang	3,142	2,055	29,544
Changkat Salak	2,157	2,374	9,462
Cheng	950	950	950
Cleely	15,745	15,126	109,317
Consolidated Malay	25,085	189,200	189,200
Jalodan	15,000	179,227	179,227
Chumor	1,374	3,174	3,174
Chersonese	2,385	10,630	10,630
Chota	900	900	900
Damansara	93,100	258,100	258,100
Damlion	440	440	440
Edinburgh	6,200	8,000	61,950
Federated (Selang.)	17,058	91,138	91,138
F.M.S. Rubber	34,745	413,864	413,864
Gelang	22,000	117,100	117,100
Gleesley	2,132	2,024	17,665
Glenishel	4,784	29,493	29,493
Golden Hope	9,180	53,382	53,382
Golconda	18,073	104,426	104,426
Gula Kalumpang	10,800	12,000	32,800
Hal Koo	720	2,503	2,503
Harpender	12,000	57,030	57,030
Hayer	599	608	2,174
Heawood	1,168	1,384	6,561
High & Lowlands	43,173	371,843	371,843
Inch Kenneth	12,895	112,486	112,486
Indragiri	705	4,401	4,401
Jimbah	100	100	100
Jugra	9,511	60,583	60,583
Jebong	21,880	23,850	186,250
Kapar Para	17,108	97,816	97,816
Kamuning	8,940	9,800	137,472
Kempoy	4,099	27,134	27,134
Kepong	4,700	5,250	31,639
Kiebang	235	713	713
Kota Tinggi	670	50	4,098
Kuala Klang	3,181	16,591	16,591
Kurun	3,141	3,307	11,765
Kuan Rab, Bat.	3,870	41,000	19,554
Kuala Lumpur	49,216	401,236	401,236
Kuala Selangor	7,000	7,000	7,000
Labo	20,000	20,000	161,166
Ladang	31,097	281,837	281,837
Ledbury	10,633	81,522	81,522
Linggi	78,000	81,000	669,500
London Asiatic	8,678	11,789	11,789
Malaka Fluda	51	782	782
Malacca Plant	33,000	220,000	220,000
Mandal Tekong	470	720	1,474
Merton	2,172	11,072	11,072
New Serendah	731	731	731
New Singapore	60	220	220
North Hummock	7,408	41,018	41,018
Nov Scotia	17,500	83,400	83,400
Padaung Jawa	920	920	920
Pajam	3,500	3,000	25,300
Pattaling	27,654	131,011	131,011
Pegoh	5,204	5,571	35,991
Pengkalan Durian	1,156	2,059	2,059
Perak Plant	13,242	98,688	98,688
Port Dickson	1,085	1,150	6,479
Radella	1,134	8,169	8,169
Rembia	1,488	6,888	6,888
Riba Rubber	6,679	47,846	47,846
Rohank	20,000	100,720	100,720
Ratool	2,050	2,500	14,104
Rubber Growers Assn.	1,099	3,997	35,130
S. Helena	105	735	735
Sengat	6,415	9,700	63,372
Selaba	8,072	49,108	49,108
Sungai Choh	5,353	16,413	16,413
Sungai Kapar	4,656	120,256	120,256
Sundycroft	8,217	67,102	67,102
Tadfield	21,095	135,504	135,504
Telaagot	16,218	237,799	237,799
Terenban	35,711	282,074	282,074
Tembawang	663	838	2,916
Tengawang	8,316	46,908	46,908
Telford	11,700	69,301	69,301
Torah & Johore	17,664	85,915	85,915
Tongapore Para	5,275	5,250	49,575
Trails Rubber	39,500	105,880	105,880
Tungel Salak	4,656	2,515	2,515
Sungel Way	1,689	37,851	37,851
Sungel Chomoy	1,689	1,689	1,689
Sempot	879	879	879
Tembalak	1,127	3,215	3,215
Tanjong Mallin	900	3,450	3,450
Telok Anson	350	1,057	6,789
Tell Ayer	12,446	94,846	94,846
Trafalgar	304	318	2,661
Tremelby	6,100	33,863	33,863
Talping	500	500	500
On Pandan	450	530	2,311
United Singapore	2,128	12,778	12,778
United Sumatra	4,850	26,848	26,848
Valumbina	33,700	191,400	191,400

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies.—Singapore Free Press.]

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METHEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards

Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below

Indicates a Typhoon to the North-East of the Colony.

3. A DRUM

Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below

Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards

Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below

Indicates a Typhoon to the South-West of the Colony.

7. A BALL

Indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below

Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 100 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 100 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

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## Intimation.

**Wm. Powell & Co., Ltd.,**

**Alexandra Buildings.**

**NOW SHOWING**

**NEW AUTUMN GOODS...**

**LADIES'...**

**COSTUMES...**

**COATS...**

**EVENING...**

**CLOAKS...**

**A LARGE VARIETY OF**

**CHILDREN'S**

**HATS,**

**COATS,**

**SHOES,**

**ETC., ETC., ETC.**

**Wm. Powell & Co., Ltd.**

**Alexandra Buildings.**

## REVOLUTIONS.

## THE NEW "FORTY-EIGHT."

There is undoubtedly a stir in the air, which recalls something of the tempestuous winds that shook down so many shabby thrones in '48. For some time we have been wondering whether the old revolutionary spirit was not dead—whether economic troubles, to be solved by slow and difficult processes of reorganisation, were not the main stuff of social discontent. They indeed exist, and are a potent element in the revolts and risings of the hour. But they are not the whole cause of them, and they are working in a new relationship to general social forces. To-day, as in '48, the old familiar tyrannies, feeble and luxurious Governments, Clericalist, protean, and bird of ill-omened Kings, have raised the old cries, and brought the people once again into the streets. And here comes the great surprise. "No more physical force revolutions," said the wisest. "Science and the machine-gun have settled all that." But these prophets have reckoned without one very significant new fact in modern government. That is the Conscript Army. It has been too lightly assumed that this gave an unbreakable weapon into the hands of the rulers. The precise opposite is the case. It was the Army which made the Turkish and the Portuguese Revolutions. If the Army is against the Spanish Monarchy, Spain will follow the example of her little neighbour and kinsman.

## THE ARMY AND THE PEOPLE.

The modern Army is indeed the bone of the bone, the flesh of the flesh, of the people. The content in Spain has largely risen out of the sufferings and wrongs of the conscripts in Cuba and Melilla. Thousands of humble homes were filled with their terrible stories; thousands of mothers cursed Maura and the Jesuits because of them. As for the Turkish Revolution, it would have been impossible but for the movement among the Army officers. A thousand Ahmed Riza, fully enlightened and Europeanised, could not have pulled Abdul Hamid off the throne of the Caliphs. Even in France, the home of Revolutions, we have been confronted with a situation which must make all Europe pause. M. Briand (whom I list saw in the office of "L'Humanité," on which he was certainly not the least revolutionary member of that brilliant staff) has tried to use the Army against the worker. For the moment he may have succeeded. But what has he done? He has shown that the working people and the Army are really one organisation; that the civic and the military strains in the modern State bleed. Is one force likely to be used with much effect against the other, when the people are suffering from real and profound injustice, and are as clearly right as the Government is clearly wrong? I doubt it. The Army of Industry and the Army of Defence are one. If Industry is dissatisfied, will Militarism crush its protest down? Once, perhaps—or twice. But what statesman will dare use this weapon freely? Who can tell when it will break in his hand?

## ABSOLUTEISM.

And the events in France go far beyond the French border. They are a lesson to Germany as well. Discontent, the spirit of '48, are there, too. They may work rather more slowly than on the other side of the Rhine, but there, as elsewhere, the spirit and force of absolutism are undermined. Who believes in the Kaiser's abdication about Divine Right? Who thinks that the Prussian franchise will last? Two forces forbid us to think that the revolutionary temper will leave Germany untouched. The first is the critical sceptical temper of the German people, which, for all its velle of romance, remains the most formidable stronghold of rationalism in Europe. The second is the unappeased unrest of the workers. What is going to satisfy its craving? What does it represent?

Well, it represents—with us as with the rest of the world—that most perilous and unhappy condition of mind, the contrast between the actual and the ideal. Everything now combines to make the worker dissatisfied with his lot. His intellect, his critical faculty, has outstepped his faith, his power to construct ideal paths out of the unfruitful wilderness of his daily lot. The old forms of religious belief, which regarded the next world as a kind of material recompense for the hardships and misfortunes of our present existence, have lost their power of simple appeal. And in his life of to-day a hundred forces combine to make him think that he is being ill-used. The popular Press, even when it is Conservative—and perhaps the more because it is Conservative—conspires to this end. It is never tired of picturing—by pen or photograph—the glories and enjoyments of the rich, their luxuries and recreation, the heaped-up results of industry and speculation. "Where do we come in?" think the workmen.

## A RESTLESS AGE.

Not that their life has not improved, too. It has more leisure, here and there, no doubt, more colour and happiness. But the last twenty years have undoubtedly been disappointing. Money wages have gone up; but real wages have barely risen, or have even declined; and so with the new era of arbitration and large schemes of industrial settlement, the workman's old power to hit out when he is too hard pressed, to force this and that weak point in the capitalist defences, seems to be qualified. Parliament, indeed, is doing more for him; but he has hardly had time to realise the ameliorating force that is being slowly moulded to his desires. The old anarchic individualism, visible in the mean streets of our industrial towns, is still with us; indeed, it now and then gets a new and specially mean and vulgar incarnation in such shapely "Moderate" London County Council. In such surroundings the workman's idealism is apt to turn to sour hopelessness. All the political creeds, the most advanced as well as the most reactionary, seem to promise him no immediate or tangible release from his conditions, almost in the same breath in which they tell of the meanness of his present lot and

## THE WAY OUT.

Here, then, is one of the most formidable ingredients of the brew of discontent that sets us all thinking of '48. Let our statesmen be, think themselves. They have got to be far less of a repressive than a reconciling and a healing force. There is no going back on Democracy. Even though a strike falls here and there, the general movement will not be beaten back. Already the rev. it against dear food has killed Protection. But it is the whole condition of the modern State, the élan d'âme of its citizens, the spiritual and temporal needs which modern industry creates, that is the true subject-matter of our statesmanship. If its brains and energies are not equal to find solutions, then a place to the stormy world of to-day, with hardly a glimpse of the blue sky in the wreck, should warn it of the perils of denial or incompetence or unimagination conservatism. Hope must be kept alive in the industrial world; and the social soil sown with seeds from which it can grow. Men of goodwill must co-operate with governments to this end, for if it fails civilisation fails, too.—H. W. Massingham in Morning Leader.

## LADY'S CURIOUS WILL.

## SHELTER FOR HOMELESS AND CONTEMPT FOR RELATIONS.

There was proved in London the other day, the will of a Spanish lady residing in Paris which is one of the most curious documents admitted to probate. While on the one hand it provides the means of shelter for the homeless and for the care of animals, yet on the other hand her opinion of her relatives is expressed with considerable venom. She leaves—

Ten thousand francs to the society for the Protection of Animals—in particular dogs—in condition of placing in the meeting hall a picture with her name and title of "Protecting Friend of Dogs," and that all her three dogs, her cat and kittens, shall be received and well cared for by the society until they die of old age. "George, my husband," continues the will, "must watch over and require the Society of Animals to cause fulfilment to be given to what I ask for."

Ten thousand francs for her burial in a vault and the saying every day of one mass.

Three hundred thousand francs to Mme. Médard de Beaux and her children, requesting that they may accompany her to the cemetery.

Five thousand francs to the Little Sisters of the Poor on condition that six of them shall accompany her and pray so long as her body shall remain exposed in her apartment and shall accompany her to the cemetery.

Twenty-five thousand francs (£4,000) upon trust for her husband, saying, "He cannot touch this 5,000 francs or do anything whatsoever. He must live on the interest which he will have from this sum, and if he remarries, from that day the income and the capital shall no longer be his. He may dispose of them only if he becomes a monk in an order. And on the day of his death, if he remains a widower, these 25,000 francs, shall be the rest of what remains of my estate, shall be used to found a house of refuge for couples with-out children who cannot find means of housing and who are in the most complete need of shelter."

"As to my sisters, nieces, nephew, brother-in-law, and cousin, nothing shall come to them from me but a bag of sand to rub themselves with. None deserve even a good-bye; I do not recognise a single one of them. It is useless even to communicate my death to them; they have too much abused and lied against me."

## THE HUMAN SOUL.

## EDISON DISBELIEVES IN ITS IMMORTALITY.

In a remarkable interview, Mr. Thomas A. Edison proclaims himself an absolute disbeliever in the immortality of the soul or a future life. He denies the individuality of the human being, declaring that each man is merely a collection of cells, just as a city is a collection of human beings.

"Will New York city go to heaven?" the inventor asked his interviewer. "I cannot see any use of a future life. There is no more reason to believe the human brain, which you call a soul, is really such, than there is to believe that one of my phonographic records is one and is immortal. The brain is a recording factory where the records are made and stored. It is a mere machine."

Mr. Edison explained the will power which drives the brain as palpably a form of electricity and declared: "Whatever it is it is material."—Daily Mail.

## CLEANLINESS OF PARIS.

Paris is shortly to make an effort towards greater cleanliness; not personal cleanliness, for bathrooms are still regarded as luxuries, but in the direction of civic cleanliness, observes a Paris correspondent. The subscription list has just opened for a loan of nearly 1½ millions sterling, forming part of the big 36,000,000 loan that has been authorised by Parliament. A portion of the 1½ millions is to be spent on reforming the highways department and bringing the city scavenging department up-to-date. We are promised that the gelling up of the streets will be practised as little as possible, by arranging that all necessary underground work shall be done at the same period. Now the electric light company pulls up a street, patches it up, and then the gas company appears and tears it up again; then perhaps the street is repaved, only to be pulled up again by the under-ground railway.

## Notice of Firm.

## NOTICE.

THE Business of Messrs. PERCY SMITH & FLEMING and Mr. J. HENNESSEY SMITH in Hongkong and the Business of FLEMING and PERCY SMITH in Manila have been amalgamated as from the 1st of June last and will in future be carried on under the firm name of PERCY SMITH, SMITH & FLEMING at No. 5, Queen's Road, Hongkong; and FLEMING PERCY SMITH and SETH at No. 95, Anloague, Manila.

PERCY SMITH AND FLEMING, J. HENNESSEY SMITH, 5, Queen's Road, Hongkong, 23rd November, 1910.

## To Let.

## TO LET.

## A HOUSE IN KNOTSFORD TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 8th November, 1910.

## TO LET.

## 21, CONDUIT RD., CLIVTON GARDENS.

1 & 2, BOWEN ROAD, lately occupied as Auxiliary Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES, No. 2, CORNAUGHTY ROAD, 3rd Floor.

A HOUSE in WONG-KI-CHONG ROAD.

OFFICES in YORK BUILDING.

No. 10, DES VIGNE ROAD CENTRAL, 3rd Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observatory Flats. The Tram stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 2nd November, 1910.

## TO LET.

## GODOWN No. 5A, DUNDRELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

## Dentistry.

## TSIN TING.

## LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUER STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 19th Jan., 1911.

Dr. M. H. CHAUN,

DENTAL SURGEON,

13, QUEEN'S ROAD CENTRAL, 1ST FLOOR,

ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 17th January, 1910.



## TONIC, RESTORATIVE, DIGESTIVE WINE. Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

SOLE AGENTS: MACDONALD & Co., Hongkong.

## HONGKONG AVERAGE MARKET PRICES.

Corrected 24th Nov., 1910, 100 cts. per 5 lbs.

## BUTCHER MEAT.

Beef sirloin & prime cut—Mel Lung Pa B.

" Corned—Ham Ngau Yuk.

" Roast—Shic.

" Breast—Ngau Lam.

" Soup, Tong Yuk.

" Steak—Ngau Yuk Pa.

" Sirloin—Ngau Lan.

" Sausages—Ngau Yuk Chong.

Bullock's Brains— " Know... per set.

" Tongue fresh—Ngau Li... each.

" Corned—Ham Ngau Li... each.

" Head—Ngau Tan.

" Heart—Ngau Sun... per lb.

" Hump, Salt—Ngau Kin.

" Feet—Ngau Kook.

" Kidneys—Ngau Yik.

" Tail—Ngau Mel.

" Liver—Ngau Gon.

" Tripe (undressed)—Ngau To.

Calves' Head and Feet—Ngau-chai-tan-kook... set \$1.00.

Mutton Chop—Young Pal Kwai.

" Leg—Young Pal.

" Shoulder—Young Shan.

Pork Chittlings—Chai cheong.

" Brains—Chai Know... per set.

" Feet—Chai Kook.

" Fry—Chai Chak.

" Head—Chai Tan.

" Heart—Chai Sun... each.

" Kidneys—Chai Yik.

" Liver—Chai Kon.

Pork Chop—Chai Pal Kwai.

" Corned—Ham Chai Yuk.

" Leg—Chai Pal.

" Fat or Lard—Chai Yau.

Sheep's Head and Feet—Young Tau Kook.

" Heart—Young Sun... each.

" Kidneys—Young Yik.

" Liver—Young Gon.

Sucking Pig, To Order—Chai Chai.

Suet Beef—Sang Ngau Yau.

" Mutton—Sang Young Yau.

Veal—Ngau Chai Yuk.

" Sausages—Ngau Chai Yuk Tong.

## POULTRY.

Chicken—Kai Chai.

Capon, Large, Small—Shi Kai.

Ducks—Ap.

Overs—Pan Kau.

Eggs, Hen—Kai Tan... per doz.

Fowls, Canton—Kai.

" Hainan—Hoi Nam Kai.

Geese—Nga.

Geese, Wild Shanghai—Shuang Hoi Ye.

" Nga.

Musk Deer—Wong Keng... each.

Hare—To Chai.

Partridge—Chai Khoo.

Pheasant—Shan Kai.

Pigeons, Canton—Pak Kap.

" Hoihow—Hoihow Pak Kap.

Quail—Um Ching.

Rice Birds—Wong Chai.

Salpae—Shi Chai.

Turkeys, Canton—Fo Kai Kung... per lb.

" Hainan—Na.

Wild Ducks, Shanghai, Salted—Pai.

Teal, Shanghai, Salted—Pai.

Wild Ducks Canton—Sang Shing Sol.

Ducks, Canton—Sang Shing Sol.

## FISH.

Barbel—Ka Yu.

Bream—Bin Yu.

Canton Fresh Water Fish—Hoi Sin Yu.

Garp—Li Yu.

Gatfish—Chik Yu.

Goldfish—Mun Yu.

Grabs—Hal.

Gutts Fish—Mok Yu.

Dab—Sa Mang Yu.

Dace—Wong Mei Loo.

Dog Fish—Titi To Sa.

Kels, Gungor—Hal Mao Yu.

" Fresh water—Tam Sai Yu.

" Yellow—Wong Si.

Frogs—Tien Kai.

Garoupa—Sek Pan.

Gudgeon—Pak Kap Yu.

Herrings—Tao Pak.

Halibut—Chong Kwan Yu.

Labrus—Wong Yu.

Loach—Wa Yu.

Lobsters—Lung Ha.

Mackerel—Chai Yu.

Monk Fish—Mon Yu.

Mullet—Chai Yu.

Oysters—Sung Hoo.

Parrotfish—Kai Kung Yu.

Perch—Tan Loo.

Pike—Fa Paw Poong.

Plaice—Pan Yu.

Pomfret, Black—Hak Chong.

Pomfret, White—Pak Chong.

Pravus—Ming Ha.

Ray—Pai Pa Sa.

Rock Fish—Sek Kau Kung.

Roach—Chai Yu.

Salmor, (Chai), fresh water—Ma Yu.

## Shark—Sa Yu.

Sharks—Fo Yu.

Shrimps—Ha.

Snapper—Lap Yu.

Soles—Tat Sa Yu.

Tench—Wan Yu.

Turbot—Choi How Yu.

Turtles, small, fresh water—Kook Yu.

White Bait—Ngau Yu Chai.

## FRUITS.

Almond—Hung Yan.

Apples, (California)—Kam San Ping.

" (Chafso)—Tin Chun Ping.

" (Chafso)—Tin Chun Ping.

" Small—Hoi Tong.

" Outard—Fan Lai Chai.

Bananas, fruit, Canton—Sang Shong.

" (brides), Macao—San Heng Chai.



## Intimations.



**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

**WATSON'S**  
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**SCOTCH**  
**WHISKY**

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland.

**GENUINE AGE**

AND

**FINE MELLOW**  
**FLAVOUR.**

**Robert Porter & Co.'s**  
**BULL DOG**

BRAND

**GUINNESS' STOUT**

in PINTS and SPLITS.

**A. S. WATSON & CO.,**  
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

**The Hongkong Telegraph**

HONGKONG, FRIDAY, NOVEMBER 25, 1910.

**COLLISIONS AND "GOOD JOSS."**

We learn that a mail-boat of one of the well-known lines trading in the Far East landed four shipwrecked men in Japan the other day, and that the shipwreck had been caused by the sampan or junk belonging to these men crossing the bows of the steamer. One wonders how it is that more accidents of this sort do not happen, or how steamer officers are able to preserve their sanity under what must be intolerable provocation. Two days ago, we are informed by an eye-witness, the following episode occurred: A steamer leaving Hongkong was feeling its way through the traffic, and had nearly got clear of the crowd of sampans that swarm round the steamer wharves. A sampan that was apparently doing nothing and going nowhere suddenly burst out in frantic energy, so to speak, and the piratical-looking scamps who were rowing it, laughed, actually laughed, as they drove their craft right across the bows of the steamer. The Captain on the bridge was a gentleman who on occasion is capable of sailorly language. In fact, he is not a bit afraid of saying so, in sailorly terms. "But on this occasion he merely sighed. Now, we submit that a merchant skipper's sigh is a serious thing, as serious a thing, and indeed, more so, than a Naval Captain's. "Damn," things must be very bad when it comes to that. And so they are, very bad. For, if one of these wretched sampans is run down, and "one" of its worthless rowers drowned, the poor Captain or officer on the bridge may be charged with manslaughter, and in any case gets let in for no end of trouble. These water rats think it "good joss," that it brings them luck, to take risks by wantonly crossing a steamer's bows. What can be done to put down this sort of thing? Those who follow the sea have worries and anxieties enough. Heaven knows, without additions of this sort. We suggest that it should be an understood thing, that when a sampan is run down by a steamer, under no matter what circumstances, the steamer be held blameless, and that she be under no obligation to stop and pick up the sampan men—that is, in port, of course. This sounds drastic but is far more reasonable than the present stupid and irrational state of things, wherein men's hair is turned grey before the time when it is decent and proper for a Master Mariner to have grey hair.

## LOCAL AND GENERAL.

LADY Lugard is giving an "At Home" at Government House on the 26th of December.

A CHINA man was awarded three weeks' hard labour at the Police Court this morning for the larceny of a brass ladle.

A CHINAMAN was fined 15 at the Police Court this morning for being in unlawful possession of a quantity of adulterated wood.

MRS. Main, of the Kowloon British School, has reported to the Police that she has missed jewellery amounting to the total value of \$48.

A COOLIE was awarded fourteen days' imprisonment and four hours' stocks at the Magistracy today for the larceny of a quantity of timber at Sai Wan Ho.

A REPORT has been made to the Police that a thief entered an unnumbered house in Lok Ming Lane and stole rings, pearls and clothing valued at \$45.

THE Paris *Matin* states that the French cruiser *Edgar Quinet* will be able to fire shells at the rate of 60 a minute. All the new ships of the French navy will be provided with similar guns.

A COOLIE was charged before Mr. E. R. Halliday at the Magistracy this morning for the larceny of brass brackets from private residences. His Worship sentenced the thief to nine weeks' "hard" and six hours' stocks.

ONE of the three Portuguese youths who were charged with theft the other day was this morning sentenced to three months' "hard" and was further bound over in a personal bond of \$50 to appear for judgment when called upon.

THE Marine Court of Inquiry into the collision between two river-boats in Whampoa Channel, which was to have been held at the Harbour Office this morning has been adjourned to Wednesday next, owing to the Harbour Master's inability to get the Court together.

OWING to a misprint in our yesterday's issue, we gave the name of one of the steamers which collided in Whampoa Channel the other day and in connection with which a Marine Court of Inquiry is to be held at the Harbour Office as the *Hoi Tung*. It should have been the *Kwonglung*. The other steamer is the *Hoi Tung*.

## NEWS FROM THE NORTH.

THE LATEST DENUNCIATION.

[Specially Translated for the Hongkong Telegraph.]

Censor Chen Sheo-tung has denounced Prince Su for negligence in the discharge of Police duties and the employment of incompetent officials on the staff. The memorial has been shelved.

## THE AMERICAN LCN.

During last week Duke Tsai-tse, the Minister of Posts and Communications, H.E. Tang Shao-yi, and Vice-Minister Sheng Hsuan-wai had conferences in the Grand Council regarding the protest received from Japanese quarters against the raising of the American loan.

## THE CONSTITUTIONAL QUESTION.

The Grand Council has received instructions from the Prince Regent that hereafter all important telegrams received by the Council from the various provinces relating to Constitutional affairs, should be submitted direct for the Regent's perusal, no matter whether they are presented on behalf of others or not.

## ANOTHER LOAN.

During the time H.E. Jui Cheng, the Viceroy of two Hu provinces, was in Peking, he proposed to the Grand Council and the Prince Regent that an iron bridge should be built from Hankow to Wuchang. It is now learnt that the plan has been prepared by an American Engineer and the cost of erection is estimated at about \$2,000,000 gold. The amount in question will be borrowed from America.

## THE NEW CABINET.

It is reported that Prince Jing is willing to accept the post of president of the New Cabinet which has been offered him by the Prince Regent.

## MILITARY MATTERS.

H.E. Na'ku has been instructed by the Prince Regent to proceed to Mukden to watch the new system of training of troops as well as to investigate in the negotiations proceeding between Russia and Japan for the increase of troops.

## AN IMPORTANT POST.

The Grand Council has determined to recommend Chang Chieu to take charge of the new Constitutional Chamber (i.e. the Yuan) as this position must be filled by a man who enjoys the confidence of the people.

ADMIRAL SAH DISCARDS HIS QUEUE. H.E. Admiral Sir Sah Cheo-ping discarded his queue on the 17th inst. with a view to encouraging Military and Naval officers to follow his example. He also hopes that the people will do likewise.

## A REMARKABLE INTERVIEW.

It is reported that Prince Tsai-tsun interviewed Prince Ching on the 19th inst. and asked him why he had not supported the proposal for the immediate opening of Parliament. The latter replied that as there were so many other matters to be looked to, such as the promulgation of Constitutional and Election Laws, the establishment of the Privy Council, the Auditing Department, the Administrative Office, before a Parliament could be practicable, that it should be put off for at least two or three years in order to proceed with the other necessary reforms. Prince Tsai asserted six months would suffice to make the necessary preparations if the Government set to work with a will and that it was highly impolitic to defer the matter for a period of two or three years, in view of the strong tendency of the people in favour of the scheme. It would be dangerous added the Prince, to trifle with popular sentiment.

## ALLEGED MANSLAUGHTER.

STEAM-LAUNCH COXSWMAN CHARGED.

Kwok Lo, coxswain of the steam-launch *Wah Ying*, was brought up before Mr. E. R. Halliday at the Magistracy this afternoon for alleged manslaughter of one P. C. True and a Chinese seaman in a Police patrol boat in the harbour on the night of the 4th inst. Capt. Lyons was in charge of the case for the Police and Mr. W. E. L. Shenton, from the firm of Messrs. Deacon, Lorcker and Deacon, represented the defendant. Commander C. W. Beckwith, R.N., Assistant Harbour Master, was also present in Court and occupied a seat on the bench.

Mr. A. Ritchie stated that he was a passenger on board the steam-launch *Wah Ying* on the 4th inst. between 9 and 10 p.m. and was going to Yau-ma-tei. They left Central Market wharf and two and a half minutes later he heard a crack and immediately got up and looked over the side and saw a man struggling in the water. A line was immediately thrown over. He then looked over the starboard side and saw a boat. He could not say whether it was a sampan or a boat. The launch stood by and picked up two more men. A man on the launch shouted out how many men were in the boat and the answer was "five." After the collision three men were rescued. The coxswain inquired how many men were missing and one of the rescued men said two, one being a European and the other a Chinese. About 80 passengers were travelling at the time fore and aft and he did not know who was in charge. The launch was going about three-quarters speed. The night was a very dark one and it was blowing very hard. A strong current was running at the time. The launch had the usual lights and in addition one was put up in the fore-part for the convenience of the passengers.

Mr. Shenton—You live in Yau-ma-tei, don't you?

Yes.

How many times do you cross over in a day?

Has the launch always been managed exactly the same way as on the night of the 4th?

Yes.

Has there been any collision before?

You do a good deal of launch work, don't you?

Do you think the launch was going at a reckless speed?

Prior to the collision did you hear any warning from the Police boat?

Did the launch cross round after the collision for about three-quarters of an hour?

She stood by for half an hour. After this I told him to steam west so as to enable us to pick up any bodies.

How long did you cruise like that?

Immediately after the collision was a life belt thrown into the water?

Yes, I saw one and everything was done as quick as they could.

His Worship—Did the coxswain lose his head at all?

No, he was perfectly capable.

He blew four whistles and ran astern?

Yes, sir.

There was a warning at all?

Was there any noise on board before the collision?

Was it raining?

Was it clear enough to see the launch light?

And was it clear enough to see junk light?

Yes, it was.

Antor's Romero stated he was employed in the Oriental Tobacco Manufactory at Yau-ma-tei. He was on board the launch *Wah Ying* and heard a man shouting out to a sampan and he stood up and saw a Police boat coming towards the launch on the starboard side. He saw the collision, and saw the Police boat capsize. He saw two men in the water. One caught hold of the rope on the side of the launch. The launch then turned round. The man in the water was shouting for help and a life buoy was thrown out to him. After this the coxswain blew the whistle four times. A search was then made. He could not distinguish the coxswain at the time, as it was a dark night, and he was standing at the time. The launch was going full speed at the time. He was sitting on the right hand side and saw no light on the Police boat. The propeller on board rendered every assistance they could after the collision.

Mr. Shenton—When you stood up at the time the man was shouting "Sampan!"

Was the boat quite close?

Had there been any light flashed could you have seen it?

Were you sitting in front of the launch?

Yes.

How long have you been living in Yau-ma-tei?

About two months.

How often have you been travelling by this ferry?

Very often.

You said the boat was going full speed. You won't describe it as reckless?

No, it was the speed used on former occasions.

When you say full speed you mean it was going at ordinary speed?

Yes.

Capt. Lyons—Were there any men on the launch?

Where were they?

Sitting in front looking forward.

The man shouted out "Sampan!" just at the time of the collision?

Yes, the boat was close together.

His Worship—Did you hear his shouts from the Police boat?

Yes, at the time when I stood up.

What was it?

Just a noise.

Did you hear any noise before the cry of "Sampan!"

No.

The Chinese constable was recalled.

When you first saw the launch how was the light flashed?

The light was flashed full.

The European constable was tiding down at the time?

Yes, when he was near.

What do you call near?

About twenty fathoms.

Did he flash the light?—Yes.  
Did he shout out at the same time?—Yes.  
How far was the launch when he did so?—About ten fathoms.  
Who shouted first, the people on the launch or the European constable?—The constable shouted first.  
His Worship—Could you say anything about the current?—No.  
Was it easy pulling?—Yes.  
Was the boat going fast?—Yes.  
Contending witness stated that when quite near the launch they backed water for about ten to twenty strokes. All four of the Chinese crew stood up, but not before they got near the launch. They backed water on their bow. They had received no orders to do so from the European constable.  
Other witnesses were called and the hearing was further adjourned.

## PORTRAITS FOR QUEEN'S COLLEGE.

TWO OF HANDSOME GIFTS COMPLETED.

As we had the pleasure of announcing on Tuesday last, Queen's College will soon be materially enriched in its embellishments by a series of oil paintings of some of its past masters, generously subscribed to by those who still retain a lingering interest in the traditions of the Colony's premier educational institution. The portrait of Dr. Frederick Stewart and the late Mr. G. Falcoer have already been offered and accepted and now it is announced that subscriptions have been collected for a splendid representation in oil of Mr. A. J. May, I.S.O. The names of the subscribers, who are all "Old Boys" of the College, follow:—

Ng Hon Tsz, Leung Po, Wong Kam Fuk, H. K. Ho, J. O. Anderson, Ko Po Sham, Ho Shai Wing, Ho Shai Kit, Ho Shai To, Ho Shai Kwong.

## AN AMERICAN ARRESTED.

ALLIGED ISSUE OF FALSE CHEQUES.

Alford Finlay Tanser, an American, was arrested at noon today on his arrival from Manila. He appeared before Mr. J. R. Wood, Second Police Magistrate, this afternoon, charged by Mr. A. Davies, Manager of the Hongkong Hotel, with issuing cheques to the total amount of \$3,768.10 on the 23rd of September last by false pretending that he had an account with the Hongkong and Shanghai Bank in Manila, whereas in fact he has no such account. Inspector Hanson was in charge of the case and the defendant was unrepresented.

The case was remanded till tomorrow at 12 o'clock so as to enable the defendant to find bail. In the meanwhile, his Worship ordered defendant to be detained in Police custody.

## THE UGLIEST WARSHIP AFLOAT.

Great interest attaches to the speed-tests of the new battleship-cruiser *Indefatigable*. Her turbines are ostensibly designed to develop 44,000 h.p. and give a speed of twenty-six knots; but the engineering department of Devonport Dockyard is calculating on an excess of from two to three knots on this.

The *Indefatigable* will displace 19,250 tons on her trials. Her hull embodies some striking departures of design. From her stem to about one-fifth of her length aft, she is built as keen as a wedge. No racing yacht has such knife-like lines. As sailors put it, she has no shoulders at all.

There is a twofold purpose in this. Keeness is essential to speed; but it must not be carried beyond certain limits for seaworthiness. The *Indefatigable* is not intended to be seaworthy She will be driven through the waves, not over them.

Her immense freeboard forward renders this possible. Where a smaller vessel would draw herself, the *Indefatigable* will merely throw a smother of spray. The idea of minimising her lifting power is that she shall not lose her speed by plunging in heavy weather, and that she shall prove a steadier gun-platform. Enormous bilge keels will reduce her rolling.

IRREGULAR FUNNELS. In appearance the *Indefatigable* will mark a further step in that ugliness which seems inseparable from warship development. Her funnels, three in number, are all of different design, and at unequal distances apart. Added to this the forward funnel is twenty feet higher than the other two.

The purpose of this is to carry the fumes clear of the fire-control station on the fore tripod. The effect is sadly to mar the symmetry of the ship.

Eighteen-inch guns of 50-calibre are mounted in four turrets, the wing pair being echeloned, so that all the guns can be brought to bear on either broadside, and six ahead or astern.

The topsides of the *Indefatigable* are so barren of superstructure that she will practically be permanently cleared for action.

She will burn 500 tons of coal per twenty-four hours at full power. Four propellers drive her, absurdly small to look at, but very high-pitched, the carries less than half the number of water-tube boilers of the *Powerful* to develop twice the horse-power, a striking illustration of the efficiency of the turbine.

At full power the *Powerful* would make 123 revolutions a minute; the *Indefatigable* will make nearly 300.

LIEUTENANT A. P. Saunders has been appointed navigating officer of the cruiser *Khai Chi*, China Squadron, as a temporary measure. Lieutenant Saunders, who is the assistant navigator of the flagship *Minotaur*, became a cadet in 1902, and was promoted to the rank of lieutenant in June, 1908.

## KOWLOON'S TRADE.

The following statistics relate to Kowloon's trade for the year 1909:—The net value of the trade passing through Kowloon stations for the year 1909 reached a total of *HA. Tls.* 49,553,681, as compared with *HA. Tls.* 53,477,376 in 1908 and *HA. Tls.* 54,381,058 in 1907, and there is thus a check to record in the expansion of the trade of the Kowloon district, though reference to our tables will show that among the potent causes of the existing decrease are lessened importations of opium and rice. The trade for the year was marred by many unfavourable features, for contraction of credit had its due result, but towards the close of the year a better feeling prevailed with an indication of brisker business; stocks of all description had fallen to a normal level, and signs were not wanting to indicate the approach of a period of steady trade. But though on the whole the general condition of trade during the year may not have been especially favourable, owing to various causes which combined to aggravate the commercial depression and inactivity from which, as has already been pointed out, signs of recovery were manifest only towards the end of the year, yet without narrowly looking at any fortuitous circumstances which may have caused it to be prosperous or the reverse during any given month, it may be confidently stated that there are no causes at work which may prevent a thorough revival of prosperity. With the advance of spring came a long period of late and heavy rains and weather generally so unseasonable that the rice crop in Kwangtung was considerably damaged. But bankruptcies and failures to meet engagements were few and far between, and most of the mercantile and financial institutions passed successfully through the year. There can, of course, be no doubt that competition is now keener than it has hitherto been in all branches of industry and that the tendency is to reduce all profits to a minimum. Exchange during the greater part of the year fluctuated but little. During May there was a slight rise, occasioned by exceptional activity in exports, coincident with continued stagnation in the market for imports; but this movement was of short duration, and the latter part of the year brought improvement in deliveries of imported goods. Opening at *HS.* 8 13/16, the sterling value of the dollar gradually rose to *HS.* 8 1/2, but fell again to *HS.* 8 1/4 towards the end of October, and kept about this level until early in December, when a gradually upward movement set in, the opening rate at the commencement of 1910 being *HS.* 8 13/16. The year 1909 will rank as a memorable one in the annals of the port of Hongkong owing to two "epoch-making" occurrences—the commencement of operations in connexion with the building of a Hongkong University and the introduction of a limited Customs Service. The University scheme was made possible by the offer of funds for the erection of buildings from Mr. Mody, one of Hongkong's most prominent citizens, who subsequently increased his donation to *HS.* 285,000, which represents nearly a double of the sum originally offered. The scheme has received a full measure of support, for in May His Excellency the Governor announced that Messrs. Butterfield and Swire had promised a donation of £10,000 towards the Endowment Fund, of which sum Messrs. John Swire and sons had given £3,000, and in the following month the Canton Viceroy forwarded the sum of \$20,000, which had been raised at his request from Chinese sources, towards helping to materialise the scheme. The Endowment Fund now stands at *HS.* 123,640. A bill relating to liquor licenses was passed during the year, and the current saying is that Hongkong is now no longer a free port! Would it be more correct to say that it is no longer a free drinking port? The Colonial Government, realising that the new opium policy of restriction and extinction announced by the British and Chinese Governments would seriously interfere with the colonial bad, old, and recognising that if matters were allowed to drift a grave state of affairs would inevitably ensue—a deficit of from \$500,000 to \$600,000 being anticipated in its opium revenue prior to the opening of the tenders for the new opium farm in September 1909—found it necessary to amend its system of unrestricted and unrecorded trade in the way it considered least disturbing to general interests, and thus it was that there was passed on the 17th September an Ordinance levying duty on all intoxicating liquors imported into, or manufactured in, the colony. Liquors stored in bonded warehouses or in transit are not dutiable, and with regard to those distilled, made or prepared locally, duty is only leviable on removal from the factories. It is estimated that some \$700,000 per annum will be derived from this new form of taxation. It is interesting to note that in spite of the restrictions imposed on the opium trade by the new Consolidating Opium Ordinance the actual result of the competition for the opium farm for the three years commencing in March 1910 showed a diminution in revenue of only \$46,800 per annum, which shows conclusively that there is a good deal of money yet to be made out of the drug. The tender accepted was the second highest bid, and was made by a syndicate headed by the son of Messrs. Jardine, Matheson & Co.'s compradore. It is considered likely that the farmer will import the native article for local consumption and export the foreign, of which he may draw 900 chests yearly. The revenue of Hongkong is, so far as ordinary expenditure is concerned, thus established, and the present rate, on an ample basis; expenditure, however, is necessarily increasing. The typhoon which passed about 6 miles to the south-east of Hongkong on the 19th and 20th September caused but little damage in the Kowloon district, and the system of storm warnings inaugurated at Tientsin and Chekwang proved of great value and usefulness. All Shanghai station the wall of the compound in front of the house collapsed through being undermined by the sea, at Samson station three junks were wrecked and a few lives lost. Timely warnings issued by the Hongkong Observatory accounts for a very small list of casualties in the harbour. The Government dredger *St. George* ran ashore and killed and

buoys offered somewhat. On the fishing fleet, however, in the vicinity of Hongkong, considerable loss was inflicted, many survivors from disabled junks being brought in by incoming steamers. Several shipwrecked Chinese were also picked up by the revenue steamer *Kaitian*. The trade of Hongkong was admirably dealt with in an interesting article which appeared in the *Hongkong Telegraph* shortly after the close of the year. From this authoritative source I note that Shanghai mill flour, of which, in 1908, 753,490 piculs, valued at \$17,710,800, were exported to Chinese ports, is again responsible for a decreased importation—96,000 bags—of the American commodity. Helped by the low price of silver and the high price of American wheat its relative cheapness appeals to the poorer classes. It is interesting also to note that of the 24 million piculs of raw sugar imported into the colony about 2,000,000 piculs were absorbed by the refineries of Messrs. Butterfield & Swire and Messrs. Jardine, Matheson & Co. The prosperity of Hongkong is another expression for the well-being of the neighbouring Customs districts, and when Hongkong ceases to advance in prosperity the star of the Kowloon trade must be expected to wane. It is satisfactory to learn that the general view of the business world is that the lowest point of depression has been reached and that things may be expected to mend. It is a step in the way shared by many industrial nations in the colony; that future prosperity lies along the lines of co-operation and cordial relation with her neighbour, chief customer, and fellow trader—China. Commercial success depends upon many factors, and among these are security, convenience, and goodwill, and it is pleasant to record that the colony is viewing China's fiscal requirements with a less jealous attitude than formerly. To paraphrase a modern writer: just as geographically Hongkong is one with China, of which Kingdom the island once formed an integral part, so socially, economically, and commercially the older separations and divisions are becoming no longer possible. A newer and wider synthesis, based on liberal imagination, mutually reasonable and sympathetic, is wanted. Nothing but good to both parties can eventuate by a perseverance in this policy. It is much to be hoped that adverse factors will not occur to mar results for the coming year.

Revenue.—The total revenue for the year was *Tls.* 355,911, or *Tls.* 8,961 above the collection for 1909. As compared with the previous year's figures, import duties, including the duty and akin on opium, show an increase of *Tls.* 183, while export duties show increases aggregating *Tls.* 8,771. The loss on opium, duty and akin, amounted to *HK Tls.* 20,657. While it cannot, on the one hand, be contended that the revenue for the year enjoys the distinction of being a specially favourable one, it cannot, on the other, be regarded as altogether unsatisfactory, seeing that the only decrease observable is on duty and akin on opium, under existing circumstances a steadily decadent trade. The foreign opium figures for the last five years are:—

1905. 1906. 1907. 1908. 1909.

Piculs. Piculs. Piculs. Piculs. Piculs.

917 1,017 1,04 553 765

It is not likely that the above represents the total amount of opium finding its way into the district, as a great deal probably goes by other channels than those under our observation.

## THE PAGON REPORT.

The following is the first report of the Directors to the shareholders which was laid before the meeting yesterday.

Your Directors beg to submit the Balance Sheet and Profit and Loss A/c for the year ended 31st August, 1910, last. The net profit for the period amounted to \$70,218.98.

Your Directors recommend:—

1. That a final dividend of 10% be declared, which with the interim dividend of 7 1/2% will amount to 17 1/2%.

2. That the balance of \$137,898 be carried forward to next account.

Cultivation.—During the year, approximately 300 acres were cleared, planted and planted with rubber only, bringing the total planted area up to about 1,155 acres—1,100 under rubber and 55 acres under coconuts. During the current year it is proposed to plant up a further 70 acres with rubber. A detailed survey of the Estate will be put in hand as soon as possible. Since the Estate was taken over no tapia has been planted, and it is not intended that any should be. The Estate has been kept in good order, and where necessary the fields have been cultivated by digging.



## THE YUEH-HAN RAILWAY.

## GLOOMY REPORT OF CANTON TRADE COMMISSIONER.

The following interesting observations with regard to the progress of the above line appear under the category of "Railways" in the Canton Commissioner's Trade Report for 1909:

The progress made during the year of the Yueh-Han Railway is at first glance disappointing. To the 41 miles open to traffic at end of 1908 only a further 10 miles, to Shekpiang has been added. The reasons which have contributed to this unsatisfactory result are many; but matters have not been improved by the unfortunate dissensions between shareholders and directors. It would be out of place to enter into a dissertation here on the rights and wrongs of the case, but it will suffice to remark that a good deal of the friction seems to have originated from ignorance on the part of many of the shareholders of the topography of the country and the natural obstacles to be surmounted. The good progress made as far as Yüfong has led some people to expect this rate of progression to be maintained quite regardless of the fact that the route to Yüfong presented comparatively trifling difficulties, while from the North River to Yangtze and beyond the route fairly bristles with a long succession of every kind of engineering problem awaiting solution. In addition to this all the sleepers, rails, cement, etc., have now to be transported up the North River, which at low water is frequently impassable for weeks. There have, of course, also been the usual difficulties in overcoming the reluctance of the peasantry to parting with their land, for superstitious and other reasons. The natural reticence of those connected with the line, in view of the disputes alluded to above, has not facilitated the task of getting reliable information, but as far as can be ascertained from various sources the year's results are, besides the 10 miles actually opened, roughly 40 miles of embankment and cutting completed, while several tunnels are in course of excavation. The large permanent bridge over the Koppoh River is expected to be ready about the end of April, but in the meantime operations are being carried on over a temporary structure. All along the projected route up to the 120th mile workmen are engaged, and it is hoped that the completed line will be pushed as far as Yangtze (50 miles) by the end of the year. The survey has been finished up to within 10 miles of the provincial frontier. Across the east branch of the North River, near Yangtze, a bridge some 800 feet long will have to be constructed. The projected route practically follows rivers for 200 miles, giving almost a direct route to the borders of the province. The worst portion of the line now for passing engines and something towards the coast of further construction. The mechanical department at the Canton terminus is exceedingly well equipped, the latest machinery having been imported from European America, and is capable of turning out all kinds of work. A cheering feature is the mechanical aptitude displayed by the Cantonese employees in the shops. The engineer in charge of this department reports them as exceptionally quick in grasping a new idea, and they are developing into efficient mechanics, locomotive engineers, and boiler makers. The company now runs its own electric plants. During the Chinese year the Canton-Fatshan-Samsui branch of the Yueh-Han Railway carried 3,253,731 passengers, and the gross earnings amounted to \$3,474,440, being an increase of \$6,707 over the previous year's results. Operating expenses amounted to \$2,069,935, showing a gross profit on working account of \$1,404,505. Construction expenses included in this year are repairs, totalling \$139,694, a decrease of \$13,773 on the amount expended in the preceding year, due entirely to the absence of flood damage. Deducting construction expenditure the net profit is \$1,264,811. In spite of difficulties—the chief, of course, being the usual interminable negotiations incidental to the purchase of land—the progress made during the year of the Canton-Kowloon Railway can only be regarded as highly satisfactory. The accessibility by water from Canton of so many points of the selected route has of course considerably facilitated the transport of heavy construction materials, and on all three sections of the line work has gone forward rapidly. For the following statistics of the position and progress at the end of 1909 I am indebted to Mr. F. Gray, engineer-in-chief of the Chinese section. "Purchase of land may be taken as practically completed by December 31st, 1909. Earthwork in hand and completed at this date 81 miles. No. 1 District 31.0 to 31.5 miles. Terminal station building and general office will be completed by April 1910. Earthwork and bridge work will also be completed; rail laying is proceeding; and this section should be ready for traffic in a few months. The opening will probably take place on September 21, 1910. No. 2 District 31.5 to 31.8 miles. Earthwork three miles completed. This is the large bridge section, with a total girder opening of 3,100 feet. The East River and other large bridges are proceeding satisfactorily, foundations being nearly completed; delivery and erection of steel work for large spans: seven of 224 feet—has commenced. No. 3 District 31.8 to 32.5 miles. Earthwork three miles completed. Bridge work three miles completed. Rail laying will begin on districts Nos. 2 and 3 in the autumn of 1910. It is expected that a thorough connection with rails should be made early in 1911, and there is reason to suppose that the estimate of opening to through traffic in June or July 1911 can be accomplished. There has been delay in land acquisition and works especially quarrying operations and certain bridge work notably at Shekpiang and Shekpiang through continued opposition of village people and inability of district authorities to satisfactorily settle the difficulties. Robberies and disturbances have been unfortunately frequent, but at the present time, owing to the efforts of his Excellency Wei Hui, Managing Director, assisted by the troops of Admiral Li Chun, where specially required between Mile 30 and Mile 60 works are proceeding more satisfactorily. There has been no special anti-foreign feeling on the line and no concerted attacks have been made except against contractors and native workers, although on one or two occasions on No. 3 district the staff has temporarily retired for safety."

## SPORTING.

## TOMORROW'S FIXTURES.

The following are the fixtures for tomorrow:

## LEAGUE CRICKET.

Police Recreation Club vs. Royal Engineers on the Police ground 2.15 p.m.  
Kowloon Cricket Club vs. Civil Service Cricket Club at Kowloon, 2.15 p.m.  
Royal Garrison Artillery vs. H.K.C.C. "A" on the Military ground, 2.15 p.m.

Police Cricket Club team—P. J. Woodhouse (capt.), D. McHardy, W. Kent, W. Pitt, J. Ogg, S. Bell, W. Cooper, A. Hoggarth, A. Clark, D. McLeenan, and W. Withers.

The C.C.C. will be represented by the following:—L. E. Lammerit, H. H. Taylor, W. H. Warriner, E. D. Bush, S. R. Battilana, C. J. Higginsham, P. Currie, J. D. Norie, L. A. Rose, H. Rapp, and F. Rapp.  
K. C. C. Team:—Major G. R. Chitty, J. P. Robbison, Lieut. G. J. Haughton, Lieut. G. Banbury, W. C. W. Weaver, J. H. Mead, F. Sutton, L. E. Brett, D. J. MacKenzie, F. J. de Rönne.

H.K.C.C. "A"—Hon. Dr. J. M. Atkinson, H. Hancock, A. A. Claxton, A. C. Leitch, J. Hall, Rev. S. W. Payne, J. C. Saunders, P. Jacks, E. A. S. Fowler, A. N. Appledor and A. R. Lowe.

## HONGKONG CRICKET LEAGUE.

The following is the League Table up to date:

Club	P.	W.	L.	D.	Percent
R. G. A.	2	2	—	—	100%
Civil Service	2	2	—	—	100%
The Remnants	4	3	1	—	75%
R. K. and Depts.	3	1	1	1	33 1/3%
Kowloon	3	1	1	1	33 1/3%
Craigieburn	3	1	1	1	33 1/3%
Hongkong "A"	4	2	2	—	—
Hongkong Police	3	3	—	—	—

## OTHER CRICKET.

## HONGKONG CRICKET CLUB vs. REMNANTS.

The match between the Hongkong Cricket Club and the "Remnants" will take place on the Club's ground on Saturday afternoon. The following will form the H.K.C.C. team:

A. C. E. Elborough, W. C. D. Turner, H. D. Sharpin, R. Hancock, T. E. Pearce, A. P. Deswood, D. G. E. Murray, R. Peterson, Lt. E. T. Wickham, R. N. A. O. Brown and E. J. Chapman.

## LEAGUE FOOTBALL.

## FIRST DIVISION.

Hongkong Football Club vs. Baffi. On the former's ground, 4.30 p.m. Referee: Gunner Marsh.  
Naval Yard vs. Kowloon Football Club, on the Naval Ground, 4.30 p.m. Referee: Q. S. M. Barnfather.

## SECOND DIVISION.

Boys' Own Club vs. 28th Co., Royal Garrison Artillery, on the Military Ground, at 2.30 p.m. Referee: Lieut. Sergeant G. G. H. K. Z.  
The A.C.C. will be represented by the following:—(Goal): Khan; (Backs): Stammeis and A. Abbas; (Halfbacks): J. Y. Abbas and I. Chun; (Forwards): Hugh, R. A. Garvabio, E. L. Briggs, A. V. Craig and D. Baptista.

## BUFFS BAND vs. QUEEN'S COLLEGE.

An interesting game of football was played on the Parade Ground yesterday between the Buffs Band and the Queen's College. The game resulted in a win for the Buffs boys by the small margin of one goal to nil. The schoolboys had had luck throughout and failed to take advantage of several openings which offered in the course of the game.

## HOCKEY.

## QUEEN'S COLLEGE vs. HONGKONG LADIES' HOCKEY CLUB.

A friendly game of hockey will take place tomorrow afternoon on the Y.M.C.A. ground at Causeway Bay between the above teams. A good game is expected.

## B.O.C. vs. H.K.C.C.

The above teams met in a friendly game of hockey yesterday afternoon at Happy Valley. Both teams turned up with about four men short. The game was played with seven against six and resulted in a win for the B.O.C. by 3 goals to 2.

## OPIMUM IN CANTON.

## CUSTOMS COMMISSIONER SAYS NO DECREASE IN CONSUMPTION.

The following is taken from the Canton Commissioner's Trade Report for 1909:—

Foreign.—The striking decrease in the importation of foreign opium, 75% per cent, against 1,005 piculs in 1908, must not be taken to indicate a decreased consumption, but is solely attributable to certain local and apparently venal police regulations put in force to control the sale of the raw foreign drug. The new rules provide that any merchant wishing to sell raw foreign opium in the city of Canton must procure a license for the transfer. The document is in three parts, one being retained by the police for the information of the Anti-Opium Bureau, and the remaining parts handed to buyer and seller. The formality does not on the face of it seem to inflict a grievous hardship, although what is gained by it is also not precisely clear but there were, presumably, wheels within wheels, as the Opium Guild protested strongly against the innovation. A member of the guild, having failed to comply with the new regulations, was arrested and a fine of \$3,000 imposed, the upshot being the stoppage of all direct shipments of raw opium from Hongkong. From the 26th August to the 19th November not a single chest was imported by steamer, the traffic being diverted to Kowloon and Samsui, from which ports it doubtless eventually reached its normal destination. As the offending regulations did not affect prepared opium, and as the export of the prepared article is prohibited from Hongkong, it is reported that the portion of the Samsui import intended for Canton was boiled in the neighbouring town of Samsui, and also in Fatshan, afterwards finding its way in small lots to Canton. As the end of November the guild apparently came to an understanding with the authorities concerned, as since the 24th November opium has been arriving, early, but as the number of chests is still much less than the average, and the Samsui import still considerably exceeds the normal 100, the dispute has apparently opened the eyes of dealers to the advantages of Samsui as a port of direct import for distribution through the West and North River districts, and Canton's loss, as far as revenue is concerned, seems likely to be Samsui's permanent gain.

Native.—The importation shows a drop of 418 piculs compared with the 1908 figures.

## COMMERCIAL.

## RUBBER SHARE MARKET.

Hongkong, 25th November.

The whole week has been altogether uneventful in the Rubber share market, and the business put through has been on a very small scale. The price of the raw commodity has remained quite stationary and share values with a few exceptions have accordingly kept stationary.

It is reported that a large quantity of forged transfer to slips of the Straits Bertram Rubber Co., Ltd., bearing the watermark of the "Union Times Press," Singapore, are in circulation. Rumours are also current in regard to forgeries of other Rubber shares, Malaka Pindas and Merlimau, being mentioned, and the public are warned accordingly.

Anglo Malay shares have not fluctuated and remain on offer at 24/.

Allagars have been sold at 4/6 closing with further sellers at 5/.

Eastern Internationals have probable sellers at the slightly reduced rate of 13/6 prem.

Linggis are slightly lower with sellers at 4/6.

London Ventures have sellers at the reduced rate of 5/.

Merlimaus are unchanged and can be had at 6/.

London Asiatics are on offer at 13/6.

Tangkahs are nominally quoted at 33/- without business to report.

United Serdings have not fluctuated during the week, and can probably be obtained at 11 1/2/.

United Sumatras are again on offer at 8/6.

Bertams have been sold at 7/- closing with further probable sellers.

Castelfields are quiet at 120/.

Highlands and Lowlands can be secured at 10/6.

Kamunings are inquired for in small lots at 5/- prem.

Balgownies have sellers at 5/.

Chapkat Serdings can be placed at 8 1/2/ in Singapore.

Ayer Pannas have been sold at 60/- with further probable sellers at 5/.

Pajams are in demand at 11/.

Glencalys are on offer at the unchanged rate of 12/.

Indragiris are nominally quoted at 13 1/2/.

Pegohs have weakened to 530 at which price there are probable buyers.

Sandycrofts are in request at the slightly improved rate of 15/6.

Singapore and Johore are in favour at quotation.

United Singapore have changed hands at 320.

Alor Gajahs have probable buyers at 5/.

New Serdings are wanted at 5/.

Trench (in mins) are inquired for at 33/6.

Shell Transports are easier and sellers prevail at 8 1/2/.

Exchange.—The Bank's closing T.T. quotations are as follows:—

On Hongkong ..... 104 1/2

On Shanghai ..... 73 1/2

On Singapore ..... 79

ELLIS & ELLIS.

## YARN MARKET.

Hongkong, 25th November.

Messrs. Polishwalla and Kotewall in their fortnightly yarn circular state:—Since our last report on the 11th instant per s.s. *Arctica* our yarn market has continued very firm. A good demand has come out from the interior, hence the Chinese buyers here have shown much activity which has resulted in a large spot as well as forward business of 8,000 bales at a further advance of 5/- to 5 1/2 p.p. bale. The holders are still very firm, owing to reports of continued rise in cotton in India and coupled with the very good inquiry now prevailing, we close very steady with a good opinion of the new future of the market.

No. 6.—Nothing doing in this count.

No. 8.—A very limited business is done in some special chops.

No. 10.—Has continued in good demand with an advance rate of 5/- to 12, and settlements of a large number have been made in best as well as middling qualities.

No. 12.—A better inquiry has transpired than the last fortnight, and sales are effected at an advance of 5/- to 5 1/2.

No. 17.—A small business has passed in a few selected chops.

No. 25.—Good demand having continued for well known chops the sales are effected at an increase of 5/- to 8/- and the balance of these being small, the prices keep comparatively firm.

Total Sales 8,000 bales.

Unsold Stocks 20,000 bales.

Sold but not delivered in the Godown and to arrive 35,000 bales.

Local Mill.—Has done nothing during this interval.

Arrivals.—The extra str. *Frane F. Redman* from Bombay, and str. *Namding* from Calcutta have brought in 1,000 bales for Hongkong, and 2,500 bales for Shanghai, Haiphong and Hongkong to Shanghai and coast ports, &c. amount to about 1,000 bales.

Shanghai.—Market has taken a firmer tone and 4,500 bales have changed hands at an increase of 10/- to 12.

Japanese Yarn.—Sales of 550 bales of 20s are made @ 15 1/2 to 16 1/2.

Raw Cotton.—Rangoon rates continue very high which are entirely unsuitable for the buyers hence no business has passed and these high rates have caused importers to stop shipments. Balance 450 bales prices 53/- to 57 p.p. picul. Chinese Cotton business done in 450 bales @ 38 to 39.50. Balance 370 bales price 53/- to 40 p.p. picul.

Ropes T/T 158. Ropes D/D 138. Sterling D/D 110-5/16. Sterling 40/41 110-9/6. Bar Silver 25 7/16. Shanghai T/T 73 1/2. Japan 8 1/2.

## COMMERCIAL.

24th November, 1 p.m.

The following quotations for rubber shares by wire, are supplied by Messrs. R. S. Kadoorie & Co.:

Allagars	.....	5/-
Anglo-Javas	.....	Tls. 7 1/2
Anglo-Malays	.....	24/-
Balgownies	.....	5.0.75
Bertams	.....	7/-
Castelfields	.....	110/-
Chapkat Serdings	.....	83/-
Cheras (part paid)	.....	88 prem.
Do. (fully paid)	.....	518
Damasaras	.....	150/-
Eastern Internationals	.....	13 1/2 prem.
Glencalys	.....	12.00
Highlands and Lowlands	.....	107 1/2
Indragiris	.....	5.13
Kamunings	.....	6/- prem.
Kuala Lumpur	.....	104 1/2
Ledburys	.....	75/-
Linggis	.....	46/0
London Asiatics	.....	13/6
London Ventures	.....	5/3
Merlimaus	.....	6/-
Pajams	.....	11 1/2
Pegohs	.....	531
Rubber Tents	.....	17/- prem.
Sandycrofts	.....	326
Sapongs	.....	27 1/2
Seafields	.....	140/-
Shelfords	.....	72 1/2
Singapore & Johore	.....	513
Sungel Chohs	.....	95/-
Sungel Kapars	.....	13/9
Tangkahs	.....	33/-
Torangle	.....	par
United Serdings	.....	117/6
United Singapore	.....	329
United Sumatras	.....	80/-
Duffs	.....	12 1/2
Tronohs	.....	32 1/2
Para Rubber	.....	6 1/2 per lb.

## OCTOBER RUBBER RETURNS.

EGW SENG:—Oct 1, 1904 lbs.; Total ten months 7,043 lbs.

RUBBER 1 STATES KRIAN:—29,800 lbs; (ten months.)

BUKIT KATIL:—814 lbs; Total five months 1,768 lbs.

AYER MOLEK:—2,050 lbs; Total twelve months 18,898 lbs.

MALACCA:—35,000 lbs.

Agents Guthrie and Co.

UNITED TEMANG:—219 lbs (Sept); 1,400 lbs. (Est. October)

## CANTON TRADE REPORT.

In the course of his remarks on the trade of Canton for the year 1909, Mr. J. F. O'Brien, Commissioner of Customs at that port, states:—A review of the year 1909 is, on the whole, satisfactory, especially as compared with its predecessor. The elements, possibly exhausted by their efforts of 1908, have been, if not kind at least apathetic, and the tale of disaster from flood and typhoon unfolded in the report for 1908 has, fortunately, not to be repeated in this. Floods there were, it is true, but the damage done was comparatively insignificant, and, in fact, less than the average for these periodic catastrophes. It spite of many warnings received from Hongkong—warnings which, in view of the experience of July 1908, are no longer disregarded by the floating population—the wind never approached typhoon force here, although a stiff blow on the 21st October put a stop to business for a couple of days. The only serious disaster was a fire in the harbour on the night of the 30th January, which destroyed a large number of Canton's famous flower-boats. These boats are lashed side by side in long lines, and as the fire originated at the windward and shore end of a line, the unfortunate occupants, the majority of whom were singing girls, found their escape cut off. No one having the presence of mind to try and cut the boats adrift, the fire quickly travelled down the line and made a complete holocaust. Most of the panic-stricken people eventually jammed overboard; but as a strong tide was running, very few were picked up, and the total number of lives lost was estimated at 700. Very few serious cases of piracy have occurred during the year, the rice crops are reported excellent, and the untoward incidents which ruffled the calm of the port and strained business relations generally during 1908 have been either amicably arranged or forgotten. The discussion over the "Fatsian incident," after having dragged its weary and unprofitable course for months, was at length settled by a handsome indemnity from the shipping firm concerned, and the episode, it is hoped, is now decently and finally interred. The Macao delimitation dispute does not seem to have affected business with that colony; but the trade with Macao is in any case small and uninteresting. As Japanese imports have now regained their normal figures—figures which, even during the height of the agitation, showed a small decline, quite disproportionate to the vehemence of expressed local sentiment—it may now safely be assumed that the boycott movement has practically fixed out. The net value of the year's trade is Hk. Tls. 107,607,107, being an increase of Hk. Tls. 3,370,737 on the previous year's total.

## Events Coming.

Saturday, 26th November.  
H.M.S. "Keet" Sports.

Wednesday, 30th November.  
St. Andrew's Ball.

Saturday, 3rd December.  
Boxing at City Hall, 9 p.m.  
Bazaar at St. Paul's College.

Thursday, 6th December.  
Bazaar at St. Andrew's Hall in aid of Asile de la Sainte Enfance.

Wednesday, 21st December.  
Hongkong Philharmonic Society Concert.

Friday, 23rd December.  
Police Ball.

## To-day's Advertisements.

## NOTICE.

THE Business of the Undersigned has This Day been REMOVED to No. 47, DES VOUX ROAD CENTRAL.  
YAU LEE PRINTING PRESS.  
Hongkong, 25th November, 1910. 1719

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 25th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 25th November, 1910. 1718

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY,"

FROM ANTWERP, LEITH, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th November, 1910. 728

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship

"DENBIGHSHIRE,"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may



## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the inland sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of  
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.  
SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.  
(Subject to alteration).  
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.
"MONTHAGLE" WEDNESDAY, JAN. 25TH.	"ALLAN LINE" FRIDAY, MAR. 10TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 11TH.	"ALLAN LINE" FRIDAY, APR. 7TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 11TH.	"ALLAN LINE" FRIDAY, MAY 5TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 8TH.	

"Empress" Steamers will depart from Hongkong at 7 a.m.

"Monthagle"

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON: 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missions, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTHAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON: Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £42.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. GRADDOCK, General Traffic Agent,  
Corner Pedder Street and Praya (opposite Blako Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	LOONGSANG	SATURDAY, 16th Nov., Noon.
SHANGHAI	CHOYSANG	TUESDAY, 29th Nov., Noon.
SCAPORA, PENANG & CALUTTE	KUMSANG	WEDNESDAY, 30th Nov., Noon.
MANILA	KUENSANG	SATURDAY, 3rd Dec., Noon.
SHANGHAI, KOBE & MOJI	KUTSANG	WEDNESDAY, 14th Dec., Noon.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Kutang*, *Nagasaki* and *Yokohama* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light & daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yaguire, Fuzhou, Chaochow, Tientsin & Newchwang.

For Freight or Passage, apply to  
JARDINE MATHESON & CO., LD.  
General Managers.

Telephone No. 215, Hongkong, 24th November, 1910.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
HAIPHONG	CHIHLI	25th Nov., Noon.
NINGPO	CHINKIANG	26th " " Noon.
SHANGHAI	LIAM	26th " " Midlight.
ILOILO & CEBU	HUNGKIANG	29th " " 4 P.M.
MANILA	TEAN	30th " " 4 P.M.
HAIPHONG	SIAGAN	30th " " 10 A.M.
SHANGHAI	CHIHUA	1st Dec. 4 P.M.
SAMARANG & SOURABAYA	SHANTUNG	1st " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	CHANGSHA	17th " 4 P.M.

Reduced Saloon Rates, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "HINTAN" and S.S. "SANGU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. REDUCED RATES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

## SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chusan*, *Likien*, *Chinkwa*)

with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo as through Bills of Lading to all Yaguire and Northern China Ports.

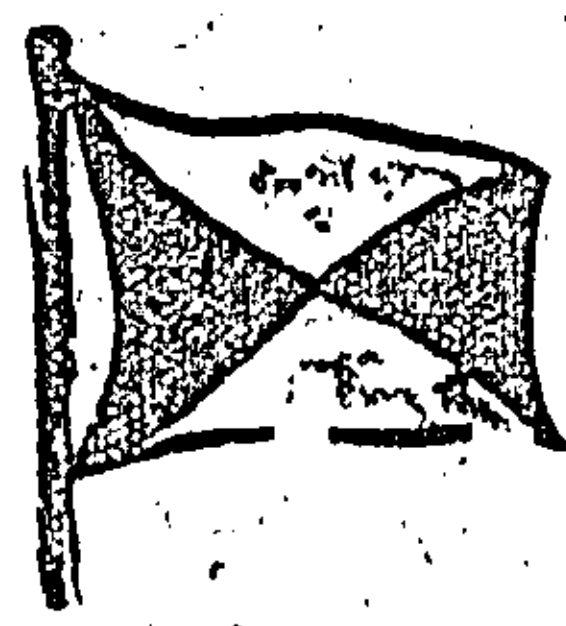
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
AGENTS.

Telephone No. 16, Hongkong, 25th November, 1910.

HONGKONG—  
PHILIPPINES.  
PHILIPPINES STEAMSHIP COMPANY.

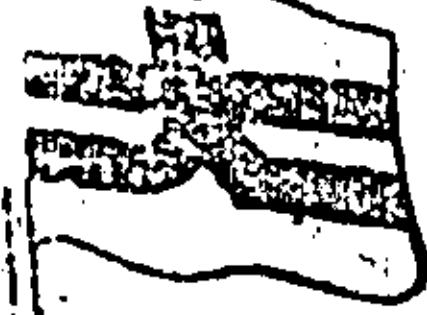
Steamship.	Tons.	Captain.	For	Sailing Dates.
RUDI	2550	S. Crosby	MANILA, ILOILO & CEBU	WEDNESDAY, 30th Nov., at 4 P.M.
ZAFIRO	2550	E. Rios	MANILA, ILOILO & CEBU	WEDNESDAY, 7th Dec., at 4 P.M.

For Freight or Passage, apply to  
SHEWAN TOMES & CO.  
General Agents.

Hongkong, 17th November, 1910.

## Shipping—Steamers.

## OSAKA SHOSEN KAISHA.



REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA and TACOMA via NAGASAKI, KOBE and YOKOHAMA	TACOMA MARU	6,178	WEDNESDAY, 30th Nov., at Noon.
VICTORIA and TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	PANAMA MARU	6,759	TUESDAY, 13th Dec., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steamer passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
TAKAO & ANPING	SHIBETORO MARU	MONDAY, 28th Nov.
TAMSUI via SWATOW and AMOY	DAIJIN MARU	TUESDAY, 19th Nov., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

## HONGKONG-NANKING, RETURN.

1st Class.	2nd Class.	3rd Class.
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 25th November, 1910.

S. HIROI, Manager.

Hongkong, 25th November, 1910.

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## Shipping—Steamers.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



## STEAM FOR STRAITS, CHYLYN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BAYVIEW, PRINCE GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

STEAM FOR STRAITS, CHYLYN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

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## Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"ARABIA"

Captain Ernst, having arrived, Consignees of Goods are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.</







## SHARE QUOTATIONS.

Supplied by Messrs. R. S. KAPOOR &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation .....	120,000	\$125	\$125	Reserve \$1,500,000 \$15,000,000 \$16,500,000	\$2,019 3 0	1/2 for first half year ending 30.6.10 @ ex 1/2 = \$12.45	80 buyers 26 10/
National Bank of China, Limited .....	90,925	27	26	4,000 \$10,000	\$10.55	\$1 (London 1/6) for 1909 .....	180 buyers
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited .....	10,000	\$150	\$50	\$1,500,000 \$154,383 \$1,654,383	none	1/5 for 1909 .....	8 1/2 \$180 sales
North China Insurance Company, Limited .....	10,000	25	25	Tls. 22,000 Tls. 358,044 Tls. 379,044	Tls. 205,719	Final div. of 7 1/2 % for 1909 making 15 % in all .....	5 % Tls. 110
Union Insurance Society of Canton Limited .....	12,400	\$250	\$100	90,000 1,174,228 1,264,228	\$287,984	Final of \$10 per share, making to all \$50 per share for 1908 and an interim divid- end of \$39 per share for 1909 .....	1 % 850
Yangtze Insurance Association, Limited .....	12,000	\$100	\$50	\$1,000,000 \$104,405 \$1,104,405	\$707,627	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909 .....	7 1/2 % \$195
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited .....	20,000	\$100	\$50	\$1,000,000 \$150,348 \$1,150,348	\$438,406	\$6 and bonus \$2 for 1908 .....	7 % \$116 buyers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	\$1,000,000 \$104,405 \$1,104,405	\$420,218	\$27 for 1908 .....	8 % \$250 buyers
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited .....	10,000	\$25	\$25	157,743 \$210,000 \$367,743	Dr. \$3,777	\$4 1/2 for 1908 .....	38
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	\$100,000 \$100,000 \$200,000	Nil	2 1/2 for year ending 30.6.1908 .....	\$21 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	80,000	\$15	\$15	\$60,000 \$60,000 \$120,000	\$20,766	Dividend of \$1 1/2 for 30.6.10 .....	8 1/2 % \$3 1/2 sales
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred) .....	60,000 60,000	25 25	25 25	218,100 218,100 436,200	27,527.82	6 1/2 for 1907 on Preference shares only @ ex 1/2 11/16 = \$3. 154 .....	5 % \$58 sellers
"Shell" Transport and Trading Company, Limited .....	1,000,000	25	25	\$20,000,000 \$20,000,000 \$40,000,000	1,192,994	Final div. of 2 1/2 per share (coup. 14) making in all 4 1/2 per share for 1909 & an int. div. of 1 1/2 per share on acc. for 1908 .....	5 % 8 1/2
"Star" Ferry Company, Limited .....	10,000	\$10	\$10	\$71,850 \$71,850 \$143,700	\$1,259	A dividend of 1 1/2 % for 1909, ending 30.4. 1910 A bonus of 1 1/2 % for 1908, ending 30.4. 1910 .....	5 % 6 1/2
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	\$200,000 \$18,120 \$218,120	Dr. \$8,090	\$5 for half year ending 30.6. 1910 .....	6 % \$124 buyers
Luzon Sugar Refining Company, Limited .....	7,000	\$100	\$100	70,000 70,000 140,000	Dr. \$125,892	\$3 for 1907 .....	6 % \$22
<b>Mining.</b>							
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	1/2	1/2	500,000 \$12,289 \$502,289	2,435	Final div. of 1/4 for the year 1910 making 15 % (coupon No. 15) .....	9 % Tls. 16 buyers Pa. 10
Headwaters Mining Company .....	50,000	Pa. 10	Pa. 10	none	none	First year .....	5 % \$6 1/2 sellers \$1/6
Raub Australian Gold Mining Company, Limited .....	150,000	1/2	1/2	75,000 \$10,000 \$85,000	none	1 1/2 per share 13th dividend .....	5 % \$52 buyers
Oriental Consolidated Mining Co., Ltd. ....	500,000	G \$10	G \$10	none	none	Final of Gold 50.05 for 1909 in all G \$1.15 .....	4 1/2 % \$50 buyers
Docks, Wharves & Godowns Fenwick (Geo.) & Co., Limited .....	18,000	\$25	\$25	\$45,275 \$45,275 \$90,550	Dr. \$8,466	\$1.75 for year ending 31.12.08 .....	8 % Tls. 70
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	60,000	\$550	\$50	\$330,000 \$11,992 \$341,992	\$264,847	\$2 1/2 for 1909 .....	7 % Tls. 95
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	\$2,500,000 \$100,000 \$2,600,000	\$12,715	\$2 1/2 for half year ended 30.6. 1909 .....	8 % \$100
Shanghai Dock and Engineering Co., Ltd. ....	Tls. 55,700	Tls. 100	Tls. 100	Tls. 5,570,000 Tls. 55,700 Tls. 5,625,700	Tls. 5,461	Final of Tls. 3 1/2 making Tls. 6 in all for year 30.4. 1910 .....	7 % \$14
Shanghai and Hongkong Wharf Company, Limited .....	10,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 100,000 Tls. 1,100,000	Tls. 9,222	Interim of Tls. 5 for 1910 .....	8 % \$14
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 100,000 Tls. 2,600,000	Tls. 4,314	Tls. 6 for year ending 31.12.10 .....	8 1/2 % \$121 sellers
Central Stores, Limited .....	50,000	\$15	\$15	\$750,000 \$10,000 \$760,000	\$24,041	8 1/2 for 1909 .....	6 % \$197
Hongkong Hotel Company, Limited .....	125,000	\$10	\$10	\$1,250,000 \$10,000 \$1,260,000	\$1,277	\$3 on old shares \$1 1/2 on new shares for year ending 30.6.10 .....	7 % \$100
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	\$5,000,000 \$100,000 \$5,100,000	\$1,471	Interim of \$3 1/2 for 1910 .....	6 % \$14
Humphreys Estate & Finance Company, Limited .....	150,000	\$10	\$10	\$1,500,000 \$100,000 \$1,600,000	\$1,471	45 cents for 1909 .....	8 % \$14
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	\$300,000 \$100,000 \$400,000	Tls. 63,969	\$2 1/2 for 1909 .....	8 1/2 % \$14
Shanghai Land Investment Company, Limited .....	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 100,000 Tls. 4,000,000	Tls. 63,969	Interim of Tls. 3 for 1910 .....	8 1/2 % \$14
West Point Building Company, Limited .....	12,500	\$50	\$50	\$625,000 \$100,000 \$725,000	\$1,018	Interim of \$1.80 for 1910 .....	8 1/2 % \$14
<b>COTTON MILLS.</b>							
Hwo Cotton Spinning and Weaving Company, Ltd. ....	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 100,000 Tls. 1,100,000	Tls. 10,992	Tls. 11 for year ending 31.10.09 .....	8 1/2 % \$14 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	\$1,250,000 \$100,000 \$1,350,000	\$9,553	50 cents for year ending 31.7.08 .....	10 % Tls. 51
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 100,000 Tls. 850,000	Tls. 4,829	Tls. 7 1/2 for year ending 30.9.09 .....	10 % Tls. 50
Lao-kong-mow Cotton Spinning & Weaving Co., Ltd. Soy Chee Cotton Spinning Company, Limited .....	8,000 2,000	Tls. 100 Tls. 60	Tls. 100 Tls. 60	Tls. 800,000 Tls. 120,000 Tls. 920,000	Tls. 1,174	Tls. 6 for 1909 .....	10 % Tls. 150
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited .....	6,604	12 1/2	12 1/2	82,550 \$10,000 \$92,550	Nil	15 % per share for 1909 .....	6 1/2 % \$10
China-Borneo Company, Limited .....	60,000	\$10	\$10	\$600,000 \$10,000 \$610,000	\$50,242	60 cents for year ended 28.2.06 .....	10 % \$172 buyers
China Light and Power Company, Limited .....	50,000	\$5	\$5	\$250,000 \$10,000 \$260,000	\$2,602	80 cents for 1909 .....	7 % \$172 buyers
China Provident Loan & Mortgage Company, Ltd. ....	125,000	\$10	\$10	\$1,250,000 \$100,000 \$1,350,000	\$1,890	\$1.20 for year ending 31.7.09 .....	10 % \$172 buyers
Dairy Farm Company, Limited .....	40,000	\$7 1/2	\$6	\$300,000 \$10,000 \$310,000	\$4,390	Interim of 15 cents per share for 1910 .....	12 % \$12 sellers
Green Island Cement Company, Limited .....	400,000	\$10	\$10	\$4,000,000 \$100,000 \$4,100,000	\$670	14 per cent. viz. \$1.40 for 1909 .....	6 % \$125 sellers
H. Price & Company, Limited .....	120,000	\$10	\$10	\$1,200,000 \$100,000 \$1,300,000	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents per share for year end. 28.2.10 .....	6 % \$125 sellers
Hongkong Electric Company, Limited .....	60,000	\$25	\$25	\$1,500,000 \$100,000 \$1,600,000	\$7,626	Interim of \$1 per share for 1910 .....	9 % Tls. 1,100
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	\$125,000 \$10,000 \$135,000	\$6,176	Interim of \$1 per share for 1910 .....	5 % \$125 sellers
Hongkong Rye Manufacturing Company, Ltd. ....	60,000	\$10	\$10	\$600,000 \$100,000 \$700,000	\$16,682	2nd interim dividend of Tls. 15 making in all Tls. 2 1/2 for 1910 .....	5 % \$125 sellers
Maatschappij of Mijne, Bosch- en Landbouw- plaat in Langkat, Limited .....	25,000	Ga. 100	Ga. 100	Tls. 2,500,000 Tls. 100,000 Tls. 2,600,000	Tls. 16,682	80 cents on fully paid shares as 18 cents on 1/2 paid shares for year end 31.12.10 .....	5 % \$125 sellers
Peak Tramways Company, Limited .....	25,000	\$10	\$10	\$250,000 \$10,000 \$260,000	\$1,014	None .....	2 % Tls. 115
Peak Tramways Company (new) .....	50,000	\$10	\$10	\$500,000 \$10,000 \$510,000	Pa. 18,640	No dividend this year .....	8 % \$125 sellers
Philippine Company, Limited .....	75,000	\$10	\$10	\$750,000 \$10,000 \$760,000	Pa. 18,640	First year .....	8 % \$125 sellers
Shanghai-Sumat Tobacco Company, Limited .....	20,000	Tls. 20	Tls. 20	Tls. 400,000 Tls. 100,000 Tls. 500,000	Tls. 5,950	None .....	8 % \$125 sellers
Societe des Papiers et Papeteries du Tonkin .....	12,500 Benefit shares 1,200	50 Halpang Halpang	50 Halpang Halpang	none none none	none none none	None .....	8 % \$125 sellers
South China Morning Post, Limited .....	6,000	\$25	\$25	\$150,000 \$10,000 \$160,000	Dr. \$31,096	None .....	8 % \$125 sellers
Steam Laundry Company, Limited .....	20,000	\$25	\$25	\$500,000 \$10,000 \$510,000	\$127,86	10 % for year ending 31st May 1910 .....	8 % \$125 sellers
Union Waterworks Company, Limited .....	50,000	\$10	\$10	\$500,000 \$10,000 \$510,000	\$1,014	60 cents for year ending 31.12.09 .....	5 % \$125 sellers
United Asbestos Orienta Agency, Limited .....	10,000	\$20	\$20	\$200,000 \$10,000 \$210,000	\$1,014	15 % per ordinary sh. for year ended 31.5.10 .....	5 % \$125 sellers
Watkins Limited .....	10,000	\$20	\$20	\$200,000 \$10,000 \$210,000	\$1,014	35 cents for 1909 .....	5 % \$125 sellers
Watson (A.S.) & Co., Limited .....	90,000	\$10	\$10	\$900,000 \$10,000 \$910,000	\$2,013	5 % for 1909 .....	5 % \$125 sellers
William Powell, Limited .....	15,000	\$7	\$7	\$105,000 \$10,000 \$115,000	\$783	None .....	5 % \$125 sellers

Printed and Published by Richard Irving Hope for the Hongkong Telegraph Company, Limited, at the Printing Office of this Company, No. 1, Ice House Road, in the City of Victoria, Hongkong.

## Hotel.

ROLLER SKATING RINK  
AT THE  
BELLE VIEW HOTEL.  
SHAUKIWAN ROAD.  
Telephone No. 907.

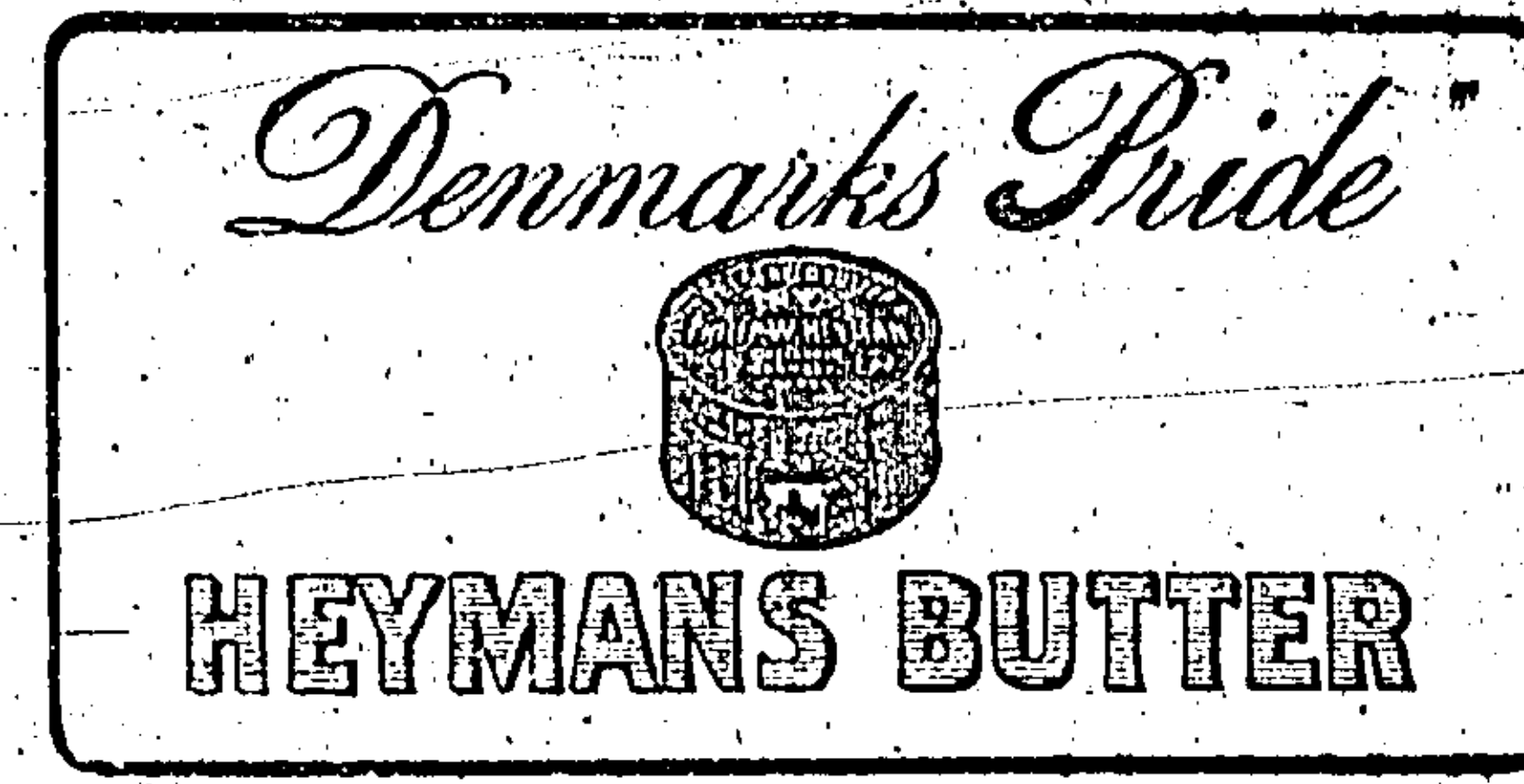
DAILY SESSIONS 10 A.M. to 12 Noon and 2 P.M. to 4 P.M. Admission 25 cents; and 5 P.M. to 8 P.M. and 9 P.M. to 11 P.M. Admission 50 cents.  
Season Tickets \$1 each per month.  
Ice Drinks, Best Brands of Liquors served at tables on the Lawn or private Verandahs.  
Meals a la carte at all hours.  
Dining Rooms can be reserved by application to the Manager.  
A String Band will play every WEDNESDAY and SUNDAY from 5 p.m. to 11 p.m.  
A Special Car leaves the rink at 11.10 p.m. every night and runs up to the Hongkong Hotel.

W. GALLAGHER,  
Manager.

Hongkong, 24th November, 1910.

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## Intimations



SIEMSEN &amp; CO., Sole Agents.

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PEAK TRAMWAYS COMPANY  
LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m.  
7.30 a.m. to 10.00 a.m. ... Every 10 minutes  
10.00 a.m. to 11.00 a.m. ... Every 15 minutes  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes  
3.00 p.m. to 5.00 p.m. ... Every 15 minutes  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes

**NIGHT CARS.**  
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.  
every half hour.

**SUNDAYS.**  
8.00 a.m. to 9.00 a.m. ... Every 15 minutes  
9.00 a.m. to 9.30 a.m. ... Every 10 minutes  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes  
11.45 a.m. to 12.00 noon ... Every 15 minutes  
12.00 noon to 1.00 p.m. ... Every 10 minutes  
1.00 p.m. to 1.30 p.m. ... Every 15 minutes  
1.30 p.m. to 6.00 p.m. ... Every 10 minutes  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes  
7.00 p.m. to 8.00 p.m. ... Every 10 minutes

**NIGHT CARS as on Week Days.**  
**SATURDAYS.**  
Extra cars at 3.15 p.m., 11.30 p.m. and  
11.45 p.m.



# The Hongkong Telegraph.

## MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

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FRIDAY, NOVEMBER 25, 1910.

五拜禮

號五廿月一十英曆

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#### NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Only literary communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

#### SUBSCRIPTION RATES (IN ADVANCE)

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The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty cents only (for cash only).

#### MARRIAGE.

Donald McDermott, of the Temperance Hall, Dundee, on the 21st October, 1910, by Rev. J. A. Graham, Victoria, U.P. Church, James W. Donald, Chief Engineer, (British) Navigation Company, to Barbara Dand, daughter of Rev. D. Dand, Glasgow.

### The Hongkong Telegraph.

MAIL SUPPLEMENT,  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, NOVEMBER 25, 1910.

AN AUTHORITATIVE WORK.

(19th November.)

The publication of a book is sometimes an event of more than passing importance.

Mr. R. F. Johnston, the learned and eloquent author of "Lion and Dragon in Northern China" (published by John Murray) says:

"Books on China have appeared in large numbers during the past few years, and the production of another seems to demand some kind of apology. Yet it cannot be said that as a field for the ethnologist, the historian, the student of comparative religion and of folk lore, the sociologist or the moral philosopher, China has been worked out."

Mr. Johnston need not apologise. He has succeeded in the field he has chosen in every one of the capacities mentioned. Whether as a historian or as a sociologist or a philosopher it is hard to say where he has succeeded best.

This book, which, as its name suggests, deals primarily with the territory of Weichaiwei and its people, is, in fact, a profound study of the Chinese in general. We are in complete agreement with the author in his attitude of mind. He belongs to a class of men which has suffered from the praise of Mr. Rudyard Kipling and is forced to suffer fools gladly in the course of every day work.

Mr. Johnston says "in this outlying part of the British Empire, no less than in India and the rest of our Asiatic possessions, the chief qualifications necessary for a judge or a magistrate are not so much a knowledge of law and of legal procedure as a ready acquaintance with the language, customs, religious ideas and ordinary mode of life of the people and an ability to sympathise with or at least to understand their prejudices and points of view. Perhaps no Englishman, no European or American, can hope to administer justice or exercise executive functions among Asiatics in a manner that will win universal approval. If he becomes too fond of the natives he runs the risk of becoming deacidified. He is distrusted by his own countrymen, he is not respected—perhaps regarded as a bore—by the natives over whom he is placed. But let the European who applies to another the epithet of 'pro-native' inquire rigorously of himself whether his real ground of complaint is not this: that the person whom he criticises does not in all cases support the European against the Asiatic when the interests of the two are at variance, that he does not necessarily accept the European point of view as the only possible or the only just one. How is it that you—Government officials, as soon as you have learned the language and studied the customs of the country become either mad or hopelessly pro-Chinese? This is a question which in one form or another is frequently asked by unofficial residents in China. It may be that there is something in the nature of Chinese studies that makes men mad, and indeed I have heard this soberly maintained by persons who themselves are careful to avoid all risk of contagion. But it never seems to occur to such questioners that there may be some solid reasons for the apparently pro-Chinese tendencies (they are generally only apparent) of their official friends; reasons based on the fact that the latter have discovered—perhaps much to their own astonishment—how much there is truly admirable and worthy of preservation not only in Chinese art and literature and even religion, but also in the social organization of the Chinese people. If there is one statement about China that can be made with perfect assurance it is this: that if in the long process of reform she learns to despise and throw aside all the supports she has leaned upon for thousands of years, if she exchanges for Western substitutes all her ideals, her philosophy of life, her ethics, her social system, she may indeed become rich, progressive, powerful in peace and war, perhaps a terror to the nations, but she will have left behind her very much that was good and great, she will have parted with much that was essential to her happiness and even to her self respect, she will be a stranger to herself." Now we have always been supporters of this point of view. We cannot quote more of this most fascinating book, which contains whole chapters that tempt to quotation. The account of the religious side of Chinese life is written from the point of view of one who can sympathise with his fellow-men in the most lovable way, and one who has evidently deeply pondered over "God's ways with men." Whether the serious-minded student of things Chinese, approach them from the point of view of an official or of a missionary or simply as one of the curious, he will find this work most valuable and illuminating.

As sound economists we have often expressed our astonishment at the blindness of the Chinese to the advantages to be derived from the admission of foreign capital in the development of China's vast and as yet untouched resources. Being good Britishers we have always esteemed ourselves as true friends to the Chinese, indeed, we have more than once asserted that China's only honest friend is Great Britain. Believing that our honesty of purpose cannot be doubted, we have been inclined to sneer at any opposition to British loans as mere, and foreign folly. Recent events, when viewed from the standpoint of an economist, justify a great deal of the reluctance of the Chinese to involve their country in an indebtedness which might end in political tutelage. As the case of an individual, so *mutatis mutandis*, is that of a nation. No nation, any more than any individual, that is in debt, may call itself wholly free. We do not refer to the National Debts of European Powers, for they are of a different character altogether. Mr. R. F. Johnston in his book "Lion and Dragon in Northern China" has exactly expressed the point of view of many thoughtful Chinese, as well as Europeans, when he says "Sir Alfred, Lyall truly points out that the European money-market is to Asia 'a most perilous snare,' and that the more an Asiatic Government runs into debt with European financiers, or has permitted the investment of foreign capital within its territory, the more it falls under the stringent, self-interest and acquisitive 'political superintendence' of the capitalist state." We have seen this in Cuba and Porto Rico, where American Capital is so largely invested that the United States Government could not escape from the necessity of "boasting" their

islands, even if she would. We note that Cuba is a "Republic," free and independent—that is, in name. For the overwhelming power of the United States overshadows all, this is as it should be in the case of Cuba. Egypt fell a prey to European financiers in the time of Ismail, who soon found himself bound hand and foot, and his country helpless in the hands of the British and the French. His successor, Tewfik, saw the French steam away and his country occupied by the just and honest, but uncompromisingly victorious British. His successor, Abbas, has known what it was to be threatened with arrest by British soldiers if he ventured to oppose the will of the greatest of modern pro-consuls, Lord Cromer. The young man was led by the British Consul-General to a window, whence could be seen British soldiers arrayed in serried ranks. "Look!" said Lord Cromer. Abbas looked, and yielded to the imperious will of one who had originally come to Egypt on a simple financial commission. What wonder that thoughtful and patriotic men dread the effects of obligations which are capable of leading to such a dénouement? As we write we learn that the English, French, German and American capitalists, have arrived at a common understanding, and that they will in future act in co-operation in the matter of the new Chinese loan. We wonder who will get the lion's share, and how much the dragon will get.

In our issue of Saturday we were the first to publish the news that the Harbour authorities have instituted a remarkable practical test of the comparative value of zinc and copper as materials for sheathing the bottoms of vessels. This is a startling innovation. Copper has always been regarded as the only satisfactory metal for the purpose of sheathing ship's bottoms, so as to protect them from corrosion and against barnacles, sea-weed, etc. Experiments with other materials have hitherto failed. Perhaps zinc has never been tried before now. We learn that the eight plates of copper which need renewal in the hull of the steam-tender "Stanley," which is now in dry-dock at Kowloon undergoing her yearly overhaul, are to be replaced with plates of zinc. It will be interesting to observe how zinc compares with copper in resisting the corrosive action of sea water. The zinc is cheaper in the beginning. Is it so in the long run? If it can be shown that it is, the future will see every Government bottom in the harbour sheathed with zinc. Without an extravagant exercise of imagination one may suppose that so important an experiment will not be confined to Hongkong. Vessels in waters of like changes in temperature, etc., will naturally follow the lead of Hongkong. Any experiment that makes for cheapness combined with efficiency is to be viewed with gratification. Our Harbour Authorities are, it is evident, as vigilant in this as they are in other matters.

What with the revolution in Portugal, the seething in Spain, and the Social tribulations of Paris and Berlin, the matter of the relationship existing between Great Britain and Japan has been outwardly forced from our visual horizon, but that it has not been lost sight of entirely is evidenced by the fact that the Japanese daily newspapers are still thrashing away at the subject. The fact that most of these deliberations appear in reputedly official journals is in itself significant. However apathetic our own people at home may be in this matter, there can be no doubt that the Japanese are determined to maintain the alliance that they made with Great Britain seven or eight years ago and which has yet some years to run before expiry. Of course there are some newspapers that take up a different attitude. One Northern journal, for instance, describes the situation as "The Double Bust," which perhaps is a misleading phrase, for, as we know, the big bubble that burst in our history was the South Sea bubble which enriched some people and impoverished thousands. As regards the more recent bubble, so called the journal in question is less circumspect than it always previously had had the credit for being. In the meantime, this is the passage from its columns referred to:—"At last, as we have always prophesied would be the case, the bubble of the friendship of Japan for her more powerful ally, Great Britain, has burst; and the recent publication of the new rates of taxation upon imported goods into the Eastern Island Empire has aroused so much feeling throughout the manufacturing and commercial classes in Great Britain that the matter will not be allowed to drop, and will result in no further treaties of alliance being possible between Great Britain and Japan. If the new Japanese tariff has done nothing else, it deserves the thanks of every Briton for having aroused the Tariff Reform League at home into taking an immediate and definite course of action which, as will be seen by the cables published, is to result in 500 public meetings, being held during the next few months in Yorkshire and Lancashire alone, the home of the great industries more particularly aimed at and affected by the Japanese increased tariff. British public feeling once aroused, there can be no possible doubt that the hands of the British Ministry will be forced and Parliament must see the necessity of beginning to protect home industries, by preferential rates to Colonial products and a moderate import duty on the introduction of foreign-made goods and manufactures. The Anglo-Japanese Exhibition (Lancaster and the future

Anglo-Japanese Relation-Ship.

(22nd November.)

What with the revolution in Portugal, the seething in Spain, and the Social tribulations of Paris and Berlin, the matter of the relationship existing between Great Britain and Japan has been outwardly forced from our visual horizon, but that it has not been lost sight of entirely is evidenced by the fact that the Japanese daily newspapers are still thrashing away at the subject. The fact that most of these deliberations appear in reputedly official journals is in itself significant. However apathetic our own people at home may be in this matter, there can be no doubt that the Japanese are determined to maintain the alliance that they made with Great Britain seven or eight years ago and which has yet some years to run before expiry. Of course there are some newspapers that take up a different attitude. One Northern journal, for instance, describes the situation as "The Double Bust," which perhaps is a misleading phrase, for, as we know, the big bubble that burst in our history was the South Sea bubble which enriched some people and impoverished thousands. As regards the more recent bubble, so called the journal in question is less circumspect than it always previously had had the credit for being. In the meantime, this is the passage from its columns referred to:—"At last, as we have always prophesied would be the case, the bubble of the friendship of Japan for her more powerful ally, Great Britain, has burst; and the recent publication of the new rates of taxation upon imported goods into the Eastern Island Empire has aroused so much feeling throughout the manufacturing and commercial classes in Great Britain that the matter will not be allowed to drop, and will result in no further treaties of alliance being possible between Great Britain and Japan. If the new Japanese tariff has done nothing else, it deserves the thanks of every Briton for having aroused the Tariff Reform League at home into taking an immediate and definite course of action which, as will be seen by the cables published, is to result in 500 public meetings, being held during the next few months in Yorkshire and Lancashire alone, the home of the great industries more particularly aimed at and affected by the Japanese increased tariff. British public feeling once aroused, there can be no possible doubt that the hands of the British Ministry will be forced and Parliament must see the necessity of beginning to protect home industries, by preferential rates to Colonial products and a moderate import duty on the introduction of foreign-made goods and manufactures. The Anglo-Japanese Exhibition (Lancaster and the future

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## ALLEGED MANSLAUGHTER.

STEAM-LAUNCH COXSAIN CHARGED.

25th inst.

Kwok Lo, coxswain of the steam-launch *Wah Yung*, was brought up before Mr. E. R. Hallifax, the Magistrate, this afternoon for alleged manslaughter of one P. C. Truss and a Chinese steerman in a Police patrol boat in the harbour on the night of the 4th inst. Capt. Lyons was in charge of the case for the firm of Messrs. Deacon, Lo & Co. and Deacon, represented the defendant. Commander C. W. Beckwith, R.N., Assistant Harbour Master, was also present in Court and occupied a seat on the bench.

Mr. A. Ritchie stated that he was a passenger on board the steam-launch *Wah Yung* in the night between 4 and 5 p.m. and was going to Yau-ma-tei. They left Central Market wharf and two and a half minutes later he heard a crash and immediately got up and landed over the side and saw a man struggling in the water. A loud voice immediately yelled "overboard". He then looked over the side and saw a man and a boat. The launch stood by and picked up two more men. A man on the launch shouted out how many men were in the boat and the answer was "five". At this time three men were rescued. The coxswain lived and the other two were rescued. About 20 passengers were travelling at the time. The launch was going about three-quarters speed. The night was a very dark one and it was blowing a very hard. The launch had the usual lights and in addition one was put up in the fore-part for the convenience of the passengers.

Mr. Shenton—You live in Yau-ma-tei, don't you?—Yes.

How many times do you cross over in a day?—Twice.

Has the launch always been managed exactly the same way as on the night of the 4th?—Yes.

Has there been any collision before?—No.

You do a good deal of launch work, don't you?—Yes.

Do you think the launch was going at a reckless speed?—No, it was not.

Prior to the collision did you hear any warning from the Police boat?—No.

Did the launch cross round after the collision for about three-quarters of an hour?—She stood by for half an hour. After this I told him to turn west, so as to enable us to pick up any bodies.

How long did you cruise like that?—For over an hour.

Immediately after the collision was a life belt thrown into the water?—Yes, I saw one and every thing was done as quick as they could.

His Worship—Did the coxswain lose his head at all?—No, he was perfectly capable.

He blew four whistles and ran astern?—Yes.

There was a warning at all?—No.

Was there any noise on board before the collision?—No.

Was it raining?—It was drizzling.

Was it clear enough to see the launch light?—Yes.

And was it clear enough to see Jack light?—Yes, it was.

Mr. A. Ritchie stated he was employed in the Oriental Tobacco Manufactory at Yau-ma-tei. He was on board the launch *Wah Yung* and heard a man shouting out a sample and he stood up and saw a Police boat coming towards the launch on the starboard side. He saw the collision, and saw the Police boat capsize. He saw two men in the water. One caught hold of the top of the launch. The launch then turned round. The man in the water was shouting for help and a life buoy was thrown to him. After this the coxswain blew the whistle four times. A search was then made. He could not distinguish the coxswain at the time, as it was a dark night, and he was standing at the time. The launch was going full speed at the time. He was sitting on the right hand side and saw no light on the Police boat. The people on board rendered every assistance they could after the collision.

Mr. Shenton—When you stood up at the time the man was shouting "Sampans" was the boat quite close?—Yes.

Had there been any light flashed could you have seen it?—Yes.

Were you sitting in front of the launch?—Yes.

How long have you been living in Yau-ma-tei?—About two months.

How often have you been travelling by this ferry?—Very often.

You said the boat was going full speed. You would not describe it as reckless?—No, it was the speed used on former occasions.

When you say full speed you mean it was going at ordinary speed?—Yes.

Capt. Lyons—Were there any men on the launch?—Yes, two.

Where were they?—Sitting in front looking forward.

The man shouted out "Sampans" just at the time of the collision?—Yes, the boat was close together.

His Worship—Did you hear my shouts from the Police boat?—Yes, at the time when I stood up.

What was it?—Just a noise.

Did you hear any noise before the cry of "Sampans"?—No.

The Chinese constable was recalled.

When you first saw the launch how was the light flashed?—The light was flashed full.

The European constable was sitting down at the time?—Yes.

Did he shout out?—Yes, when he was near.

What do you call him?—About twenty.

Did he flash the light?—Yes.

Did he shout out at the same time?—Yes.

How far was the launch when he did so?—About ten fathoms.

Who shouted first, the people on the launch or the European constable?—The constable shouted first.

His Worship—Could you say anything about the current?—No.

Was it easy pull?—Yes.

Was the boat going fast?—Yes.

Continuing, witness stated that when quite near the launch they backed water for about ten to twenty strokes. All four of the Chinese crew stood up, but before they got near the launch they backed water on their bow.

They had received no orders to do so from the European constable.

Other witnesses were called and the hearing was further adjourned.

## THE GAGE STREET CASE.

A QUESTION OF INTOXICATION.

Before Mr. E. R. Hallifax, First Police Magistrate, this afternoon the case was continued in which Miss Mary Lyon is charged by Miss Davis, Marlowe, with alleged larceny of three diamonds, valued at \$3,000, the property of the complainant. Mr. Branton, from the firm of Messrs. Branton and Hall, appeared for the complainant and Mr. W. L. Shenton, of Messrs. Deacon, Looker and Deacon, was for the defence.

Miss Rose Lawrence's cross-examination was continued.

Previous to defendant coming to the house, did you expect any other lady from America?—Yes.

I she had come somebody would have had to leave the house?—Yes.

Are you the mistress of the house?—Yes.

When you gave up the big room to defendant, you took it that she was staying permanently?—No.

Did you do it for a start?—No, I did it because it was more comfortable.

When you were all living together when defendant first arrived were you all on friendly terms?—Yes, very.

And so was complainant?—Yes.

I presume they were frequently in each other's room?—No.

Have you ever seen defendant in complainant's room before the 26th?—I don't remember.

I believe you, complainant and defendant have been to town frequently together?—Only on two occasions.

Do you remember listing a brooch some time ago in the house?—Not a brooch but a pendant. I cannot say where it was lost as I discovered the loss was not a brooch.

When was this lost?—About two months ago.

Do you remember a boy running away with some money belonging to a girl in the house?—Yes.

Do you remember having a conversation with complainant about the rings after the visit to Gage's?—Yes.

What time did you come back on the 26th?—At two o'clock.

You had a shampoo?—Yes.

You then went to the defendant's room?—Yes.

What was she doing?—She was sitting on her bed.

How long did you remain in defendant's room altogether?—An hour or more.

Did you then go downstairs?—No, I went into my room.

You remained there till complainant came in?—Yes.

Up to the time the letter was sent to the Police, did complainant accuse anyone of stealing the diamonds?—No.

Was defendant asleep when you went into her room after the diamonds were lost?—Yes, she was asleep.

Did you go into her room immediately?—No, after sending the letter to the Police.

Did you wake her?—Yes.

Then what did you do?—We told her of the missing diamonds, but she wasn't interested and we left.

Was the defendant drinking on that day?—She was intoxicated at the time.

How many bottles of beer were taken on that day?—I don't know.

Who was responsible for the beer chits on the 25th and 26th?—I don't know.

Who supplies the beer?—I suppose the No. 1 boy.

Do you keep the ice-box locked?—No, it is never locked.

Did Miss Lyon leave the house from the time you woke her up till the time of her arrest?—No, not to my knowledge.

George Spencer stated that she lived in No. 7, Gage Street. She did not use a separate key. The only women living in the house four or five days previous to the 26th were Miss Lawrence, Miss Marlowe and Miss Lyon.

At 5.30 a.m. on the morning of the 26th she saw the complainant and defendant coming home and saw the diamonds on the ring at about 6 o'clock in the morning.

Mr. Shenton—Have you ever heard of sulphate of zinc before?—No, not before Mr. Branton told me.

Do you remember how many bottles of beer were taken on the night of the 25th?—I don't know.

Were the complainant and defendant intoxicated when they went into your room?—I don't know whether they were or not, as I was intoxicated at the time, but they looked alright (laughter).

he case was further adjourned.

## NEWS FROM THE NORTH.

THE GAMBLING QUESTION.

[Specially Translated for the Hongkong Telegraph]

The Tatar-General, H.E. Tsang Chi, Acting Viceroy of the Two Kwongs, has written to Peking memorializing the Throne for the suppression of gambling throughout the Two Kwongs and also impugning the President of the Provincial Assembly, Liu Ming Han, and others who are strongly opposed to his suggestion.

NEW APPOINTMENTS.

H.E. Chen Wan-to has been appointed Adminal of the Yangtze Squadron. H.E. Chang Hsuna is appointed by Imperial Edict Commandant of the Kiangnan and Fukow Fleet vice H.E. Cheng Wan-ho.

AN IMPORTANT AGREEMENT.

The British, French, German and American groups of financiers signed an agreement on the 19th inst. The agreement provides for mutual cooperation by the respective groups and participation in the proposed Chinese Government loan.

STATUS OF RETURNED STUDENTS.

It is reported that the Grand Council and the Ministry of Education have decided not to award any returning official ranks to the graduates of the various foreign universities. The educational degrees only will be awarded hereafter.

REDEMPTION OF FOREIGN CAPITAL.

The Grand Council has recommended that H.E. Sheng Kung Pao be appointed Special Commissioner to negotiate the redemption of the Chinese Eng and Mining Company, Ltd.

PARLIAMENT AGAIN.

It is reported from Peking that Shensi, Honan, Kiangsi, Hupoh, Fokien and other Provincial Assemblies have again elected representatives to proceed to Peking with a petition to the Throne demanding the immediate establishment of a Parliament.

CIVIL SERVICE C.C.

In their League match the following will represent the C.S.O. Club on their ground at 2 p.m. on Saturday next, against the Kowloon C.C. — J. Jackson (Captain), H.R. Phillips, R.E.O. Bird, J. McEwen, W.F. Dixon, A.R. Sutherland, J. Mackay, G. Luckock, F.J. Lloyd, A.G. Pile, H. Ellis, — Reserves: F. Black, E. Haddock, A.M. Thornhill, E.W. Dawson and J. Dwyer.

## NEWS FROM THE NORTH.

CHINA'S FINANCIAL CONDITION.

[Specially Translated for the Hongkong Telegraph]

The Prince Regent intends to continue the conference in the Grand Council on the financial crisis prevailing in the country. The conference will commence from the beginning of next year.

CONSTITUTIONAL CODE.

Prince Pu-lan has suggested the appointment of four High Commissioners to draw up the Constitutional Laws. The proposal has been submitted to the Throne for approval.

PROBLEM FROM THE PROVINCES.

The Grand Council, his cabinet to the Viceroy of the Liang Kiang provinces that the financial problem of the two provinces has been referred to the National Assembly and it has been resolved that the question will be considered before all other matters but at the same time the Viceroy should exert his best endeavours to carry out his duties without negligence.

FOREIGN LOANS.

The Viceroy of Yun-Kwei provinces has wired to the Grand Council and the Ministries of War, Police and Communications that there are four principal points of advantage in raising foreign loans for the construction of railways.

It is declared that the raising of these loans will have the effect of facilitating army operations and will redound to the benefit of commerce, revenue and interior administration. It will also help in increasing the means of communication than at present exists.

MINISTRY OF WAR.

It is reported that the regulations relating to the Ministry of War will be entirely reorganised. The posts of Minister and Vice-Minister will be abolished and they will be replaced by those of Chief and Deputy High Commissioners.

Chief H.E. Yim Chang will be appointed Chief High Commissioner of the Ministry. The new regulations will be promulgated during this year.

A HIGH-MINDED PRINCE.

Prince Yu Lung is determined to attend the National Assembly to discuss the question of the establishment of Parliament in order not to displease the members. Despite the impediments which are being placed in his way with a view to preventing him from being present, the Prince is firmly resolved to attend the meeting.

GOVERNOR OF KIAOCHOW.

It is reported that on the 5th inst. a banquet was given at Ying Pui Kuan in honour of the Governor of Kiaochow by Prince Tsai Tsun.

PEOPLE CLAMOR FOR PARLIAMENT.

It is reported that thousands of people including the students and members of Provincial Assemblies attended at the Viceroy's yamen in Nanking on the 16th inst. and requested the Viceroy to urge the Grand Council and the Prince Regent for an earlier date for the establishment of a Parliament. H.E. Viceroy Chang Jui chun has promised to invite all the provincial authorities to present a further memorial.

ARMY TRAINING.

The Ministry of War has memorialized the Grand Council and the Prince Regent that the Managing Directors of the Army Training Departments of the various provinces should be appointed by the Ministry so as to ensure uniformity.

BRASILIAN RUBBER.

A supplement dealing with South American affairs has been issued by *The Times*. Naturally rubber is dealt with, and the writer says it is encouraging to note that the Brazilian Government are taking measures to stimulate the investment of foreign capital and the application of sound methods and trained management. Concessions which have already been granted take the form of gift of free land, a reduction of the export tax on the raw product, and a decrease in the freight charges on State railways and subsidised steamship lines, free transportation of machinery and material, and a guarantee of interest upon stock issued by certain companies. It is urged that with the Far East's plantations producing rubber up to the full measure of their capacity the markets will be so flooded with supplies as inevitably to cause low prices to rule. Should this occur and rubber fall to and become constant at a figure under 2s. a pound, it would require considerable energy on the part of the Brazilian merchants to compete with the Eastern rivals with their incurable heavy losses. But as rubber becomes cheaper more and more of it will be used and a proportionate decrease will follow in the use of substitutes and a constantly increasing demand, due to the increased commercial utility, will prove a gradually increasing check upon the price of the raw article.

JAPANESE AEROPLANE.

SUCCESSFUL FLIGHTS IN TOKYO.

The aeroplane invented by Mr. Yamada Isaburo of Tokyo, which accomplished a successful flight between Otake and the Agricultural College at Komaba, Tokyo, a short time ago, made further successful flights on Wednesday (2nd inst.). The aeroplane has been improved in several respects, and is now capable of bearing the weight of two persons. On Wednesday Mr. Yamada, the inventor, boarded his craft with Mr. Orihara, his assistant, and accomplished a successful flight. Several experiments were made with the propeller and the perpendicular and horizontal planes at altitudes ranging between 100 and 300 feet, all proving very satisfactory. Later in the afternoon another trial flight was accomplished by Mr. Orihara, the assistant alone. The aeroplane performed a number of circular revolutions at the height of about 200 feet.

RUGBY FOOTBALL.

The Rugby match between H.M.S. *Kent* team and the Hongkong Football Club yesterday afternoon resulted in a win for the former team by 3 points to nil. The Oviilians played with one man short almost throughout the game.

H.K.F.C. vs UNITED SERVICE.

The following have been chosen to play for the Club against the United Service at Happy Valley to-morrow (Friday) kickoff 5 p.m. — Full-back: T. E. S. Robertson; Three-quarters: J. C. Roberts, D. E. Balvers; T. McGregor, C. A. W. Ferris; Full-back: J. C. Roberts, H. Bates, G. C. F. O'Donoghue, E. H. Scott, J. Bell-Ivagh, H. G. Hagarty, D. G. Cheesman and H. W. Lester.

HONGKONG POLICE vs ST. GEORGE'S R.F.C.

The above teams will meet on the Military ground to-morrow at 3 p.m. to play off their League match in the Second Division. Gunter Marsh will referee.

## THE YUEI-HAN RAILWAY.

GLOOMY REPORT OF CANTON TRADE COMMISSIONER.

The following interesting observations with regard to the progress of the above line appear under the category of "Railways" in the Canton Commissioner's Trade Report for 1909.

The progress made during the year of the Yuei-Han Railway is at first glance disappointing.

To the 44 miles open to traffic at end of 1909 only a further 10 miles, to Shangkhang has been added. The reasons which have contributed to this unsatisfactory result are many; but matters have not been improved by the unfortunate dissensions between shareholders and directors.

It would be out of place to enter into a dissertation here on the rights and wrongs of the case, but it will suffice to remark that a good deal of the friction seems to have originated from ignorance on the part of many of the shareholders of the topography of the country and the natural obstacles to be surmounted.

The good progress made as far as Yüan has led some people to expect this rate of progression to be maintained, quite regardless of the fact that the route to Yüan presented comparatively trifling difficulties, while from the North River to Yingkat and beyond the route fairly bristles with a long succession of every kind of engineering problem awaiting solution. In addition to this all the sleepers, rails, cement, etc., have now to be transported up the North River, which at low water is frequently impassable for weeks.

The above, of course, also being the usual difficulties in overcoming the reluctance of the passengers to passing through the land, for transportation and other reasons.

The natural reluctance of those connected with the line, in view of the disputes alluded to above, has not facilitated the task of getting reliable information, but as far as can be ascertained from various sources the year's results are, besides the 10 miles actually opened, roughly, 40 miles of embankment and cutting completed, while several tunnels are in course of excavation. The large permanent bridge over the Kowtow River is expected to be ready about the end of April, but in the meantime operations are being carried on over a temporary structure. All along the projected route up to the 10th mile completed, as suggested, and it is hoped that the completed line will be pushed as far as Yingkat (50 miles) by the end of the year. The survey has been pushed up to within 10 miles of the provincial frontier. Across the east branch of the North River, near Yingkat, a bridge some 8½ feet long will have to be constructed. The projected route practically follows rivers for 20 miles, giving almost a direct route to the borders of the province. The work in portion of the line now pays operating expenses and something towards the cost of further construction.

The mechanical department at the Canton terminus has been supplied with the latest machinery having been imported from European America, and is capable of turning out all the machinery necessary for the mechanical spirit of the line.

The Cantonese employ 6,000 men in this department reports them as exceptionally quick in grasping a new idea, and they are developing into efficient mechanics, locomotive engineers, and boiler makers. The company now runs its own electric plants. During the Chinese year the Canton-Fatshan-Samsui branch of the Yuei-Han Railway carried 3,293,731 passengers, and the gross earnings amounted to \$544,714, being an increase of \$6,702 over the previous year's results. Operating expenses amounted to \$106,935, showing a gross profit of working account of \$437,779. Construction expenses included in the year's results, totalled \$139,694, a decrease of \$17,773 from the amount expended in the preceding year, due entirely to the absence of flood damage. Deducting construction expenditure the net profit is \$197,087. In spite of difficulties—like chief, of course, being the mutual interminable negotiations incidental to the purchase of land—the progress made during the year of the Canton-Kowloon Railway can only be regarded as highly satisfactory.

The accessibility by water from Canton of so many points of the selected route has of course considerably facilitated the transport of heavy construction materials, and on all three sections of the line work has gone forward apace. For the following statement of the position and prospects at the end of 1909 I am indebted to Mr. F. Grove, Engineer-in-Chief of the Chinese Eastern Railway.

Each year of land may be taken as practically completed by December 31st; 1,000 acres in hand and completed at this date 62 miles. No. 1 District Mile 0 to Mile 31. Terminal station building and general office will be completed by April 1910. Earthwork and bridgework will also be completed; laying is proceeding; and this section will be ready for traffic in a few months. The opening will probably take place on September 1st, 1910. No. 2 District Mile 31 to Mile 50. Earthwork three arts completed. This is the large bridge section, with a total girder opening of 300 feet. The East River and other large bridges are proceeding satisfactorily; foundations being nearly completed; delivery and erection of steel work for large spans completed. No. 3 District Mile 50 to Mile 60. Earthwork three arts completed. Bridgework three arts completed. Rail laying will begin on districts Nos. 2 and 3 in the autumn of 1910. It is expected that a thorough connexion with rails should be made early in 1911, and there is reason to suppose that the estimate of opening to through traffic in June or July 1911 can be accomplished. There has been delay in land acquisition and works especially quarrying operations and certain bridgework notably at Shekwan and Shekwan through continued opposition of village people. The inability of district authorities to satisfactorily settle the difficulties has been a great disturbance has been unfortunately frequent, but Mr. Orihara, the assistant alone. The aeroplane performed a number of circular revolutions at the height of about 200 feet.

Excelsior Wei Hui, Managing Director, assisted by the troops of Admiral Li Chao, who were specially required between Mile 31 and Mile 60, works are proceeding more satisfactorily. It has been no special anti-foreign feeling on the line and no concerted attacks have been made except against contractors and native workers, although on one or two occasions on No. 3 district the staff has been temporarily retired for safety.

THE ROYAL SANITARY INSPECTOR.

RESULTS OF EXAMINATION.

At an examination for Inspectors of Nuisances, held at Hongkong on May 23rd and 24th, 1910, the following five candidates presented themselves, and were awarded certificates:

Frederick James Ling, William Francis Fincher, Robert Pearson, George William Finch, and Robert Charles Whitchell.

The Board of Examiners was constituted as follows:—Hon. Dr. J. M. Atkinson, P.C.M.O., Hon. Mr. W. Chatham, C.M.O., Dr. Francis Clark, M.O.H., Mr. A. Gibson, Colonial Veterinary Surgeon, Mr. A. H. Ough and Dr. W. W. Pearce, Asst. M.O.H.

## KOWLOON'S TRADE.

The following statistics relate to Kowloon's trade for the year 1909. The net value of the trade passing the Kowloon stations for the year 1909 reached a total of HK. \$4,496,581, as compared with HK. \$4,517,375 in 1908 and HK. \$4,548,058 in 1907, and there is thus a check to record in the expansion of the trade of the Kowloon district, though reference to our tables will show that among the potent causes of the existing decrease are lessened importations of opium and rice. The trade for the year was marked by many unfavourable features, for contraction of credit had its due result, but towards the close of the year a better feeling prevailed with an indication of brisker business; stocks of all description had fallen to a normal level, and prices were not wanting to indicate the approach of a period of steady trade. But though on the whole the general condition of trade during the year may not have been especially favourable, owing to various causes which combined to aggravate the commercial contraction and inactivity from which, as has already been pointed out, signs of recovery were manifest only towards the end of the year, yet without narrowly looking at all fortuitous circumstances which may have caused it to be proportionally or reserve during any given month, it may be confidently stated that there are no causes at work which may prevent a thorough revival of prosperity. With the advance of spring came a long period of late and heavy rains and weather generally was unseasonable; the rice crop in Kwangtung was considerably damaged. But bankruptcies and failures to meet engagements were few and far between, and most of the mercantile and financial institutions passed successfully through the year. There can, of course, be no doubt that competition is now keener than it has hitherto been in all branches of industry and that the tendency is to reduce all profits to a minimum. Exchange during the greater part of the year fluctuated but little. During May there was a slight rise, occasioned by exceptional activity in exports, coincident with continued stagnation in the market for imports; but this movement was of short duration, and the latter part of the year brought improvement in deliveries of imported goods. Opening at 11.8 1/2, the sterling value of the dollar gradually rose to 12. 1/2, but fell again to 12. 3/4, towards the end of October, and kept about that level until early in December, when a gradually upward movement set in, the opening rate at the commencement of 1910 being 13 1/2. The year 1909 will rank as a memorable one in the annals of the port of Hongkong owing to two "epoch-making" occurrences—the commencement of operations in connexion with the building of a Hongkong University, and the introduction of a limited Customs Service. The University scheme was made possible by the offer of funds for the erection of buildings from Mr. Mody, one of Hongkong's most prominent citizens, who subsequently increased his donation to \$185,000, which represents nearly a third of the sum originally offered. The scheme has received a full measure of support, for in May His Excellency the Governor announced that Messrs. Butterfield and Swire had promised a donation of \$40,000 towards the Endowment Fund, of which sum Messrs. John Swire and sons had given \$20,000, and in the following month the Canton Viceroy forwarded the sum of \$20,000, which had been raised at his request from Chinese sources, towards the same endowment scheme. The Endowment Fund now stands at \$185,500. A bill relating to liquor licenses was passed during the year, and the current saying is that Hongkong is now no longer a free port. Would it be more correct to say that it is no longer a free drinking port? The Colonial Government, realising that the new opium policy of restriction and extinction announced by the British and Chinese Governments was seriously interfering with the colonial budget, and recognising that if matters were allowed to drift a grave state of affairs would inevitably ensue—a deficit of from \$500,000 to \$600,000 being anticipated in its opium revenue prior to the opening of the tenders for the new opium farm in September 1909—found it necessary to amend its system of restricted and unrecorded trade in the way it considered least disturbing to general interests, and thus it was that there was passed on the 17th September an Ordinance levying duty on all intoxicating liquors imported into, or







## COMMERCIAL.

## YUAN MARKET.

24th November, 1 p.m.  
The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allanby	10/11
Anglo-Java	10/11
Anglo-Malaya	10/11
Balgownie	10/11
Bertam	10/11
Carey United	10/11
Castellfield	10/11
Changkat Serdang	10/11
Cheras (part paid)	10/11
Do (fully paid)	10/11
Damans	10/11
Eastern International	10/11
Glencaly	10/11
Highlands and Lowlands	10/11
Indragiri	10/11
Kamunings	10/11
Kuala Lumpur	10/11
Ledbury	10/11
Lingale	10/11
London Asiatic	10/11
London Ventures	10/11
Morliman	10/11
Pagoh	10/11
Rubber Trust	10/11
Sandycrofts	10/11
Sapong	10/11
Seaford	10/11
Shalford	10/11
Singapore & Johore	10/11
Singel Chok	10/11
Sungel Kapar	10/11
Tangkah	10/11
Toerangle	10/11
United Serdang	10/11
United Singapore	10/11
United Sumatra	10/11
United Langkat	10/11
Duff	10/11
Trouch	10/11
Para Rubber	10/11

## OCTOBER RUBBER RETURNS

LAUDERDALE	1,500 lbs.
F. M. S.	3,670 lbs.
TANJONG MALIN	800 lbs.

## OCTOBER RUBBER RETURNS

ROW SENG	1,104 lbs. Total ten months 7,049 lbs.
RUBBER ESTATES KRIAN	29,800 lbs. (ten months)
BUKIT KATIL	214 lbs. Total five months 1,768 lbs.
AYER MOLEK	2,090 lbs. Total twelve months 18,898 lbs.
MALACCA	35,000 lbs.
Agents Guthrie and Co.	
UNITED TEMANG	219 lbs (Sept); 1,410 lbs. (Oct. October)

## TO-DAY'S EXCHANGE.

London-Bank T.T.	10/11
Do demand	10/11
Do 4 months' sight	10/11
France-Bank T.T.	10/11
Germany-Bank T.T.	10/11
India T.T.	10/11
Shanghai-Bank T.T.	10/11
Singapore-Bank T.T.	10/11
Japan-Bank T.T.	10/11
Yokohama-Bank T.T.	10/11
6 months' sight L/O	10/11
30 days' sight San Francisco	10/11
4 months' sight do	10/11
30 days' sight Sydney & Melbourne	10/11
3 months' sight France	10/11
6 months' sight do	10/11
4 months' sight Germany	10/11
Bar Silver	10/11
Bank of England rate	10/11
Boardsign	10/11

## RUBBER SHARE MARKET.

Hongkong, 25th November.  
The whole week has been altogether uneventful, in the rubber share market, and the business has been on a very small scale. The price of the raw commodity has remained quite stationary and shareholders with a few exceptions have accordingly kept stationary.  
It is reported that a large quantity of forged transfer receipts of the Straits Rubber Co., Ltd., bearing the watermark of the "Union Times Press," Singapore, are in circulation. Rumours are also current in regard to forgeries of other rubber shares, Malacca Planters and Merliman, being mentioned, but the public are warned accordingly.  
Anglo-Malaya have not fluctuated and remain on offer at 24/6.  
Allanby have been sold at 4/5 closing with further sellers at 5/1.  
Eastern International have probable sellers at the slightly reduced rate of 13/6 prem.  
Lingale are slightly lower with sellers at 4/6.  
London Ventures have sellers at the reduced rate of 5/1.  
Merliman are unchanged and can be had at 6/1.  
London Asiatic are on offer at 13/6.  
Tangkah are nominally quoted at 35/1 without business but through has been on a very small scale.  
United Serdang have not fluctuated during the week and can probably be obtained at 11/3.  
United Sumatra are again on offer at 8/6.  
Bertam have been sold at 7/1 closing with further probable sellers.  
Castellfield are quiet at 11/0.  
Highlands and Lowlands can be secured at 10/6.  
Kamunings are inquired for in small lots at 11/1 prem.  
Balgownie have sellers at 11/1.  
Changkat Serdang can be placed at 8/8 in Singapore.  
Ayer Panas have been sold at 26/1, with further probable sellers at 27/1.  
Pajans are in demand at 5/1.  
Glencaly are on offer at the unchanged rate of 3/2.  
Indragiri are nominally quoted at 11/3.  
Pagoh have weakened to 3/0 at which price there are probable buyers.  
Sandycrofts are in request at the slightly improved rate of 8/6.  
Singapore and Johore are in favour at quotation.  
United Singapore have changed hands at 3/0.  
Ayer Gajah have probable buyers at 2/2.  
New Serdang are wanted at 3/2.  
Trough (in mines) are inquired for at 33/6.  
Shell Transport are easier and sellers prevail at 8/1.  
Exchange. The Bank's closing T.T. quotations are as follows:—  
On London 10/11  
On Shanghai 7/1  
On Singapore 7/9  
E. S. & L.

Hongkong, 25th November.  
Messrs. Polishwille and Knevel in their fortnightly yarn circular state:— "Since our last report on the 11th instant per s.s. *Aradia* our yarn market has continued very firm. A good demand has come out from the interior, hence the Chinese buyers here have shown much activity which has resulted in a large spot as well as forward business of 8,000 bales at a further advance of 1/2 to 3/4 p.r. bale. The holders are still very firm, owing to reports of continued rise in cotton in India and coupled with the very good inquiry now prevailing, we close very steady with a good opinion of the near future of the market."

No. 6.—Nothing doing in this count.  
No. 8.—A very limited business is done in some special chops.  
No. 10.—Has continued in good demand with an advance rate of 1/2 to 3/4, and settlements of a large number have been made to best as well as in middling qualities.  
No. 11.—A better inquiry has transpired than the last fortnight and sales are effected at an advance of 1/2 to 3/4.  
No. 17.—A small business has passed in a few selected chops.  
No. 20.—Good demand having continued for well known chops the sales are effected at an increase of 1/2 to 3/4 and the balance of these being small, the prices keep comparatively firm.

Total Sales 8,000 bales.  
Unsold Stocks 20,000 bales.  
Sold but undelivered in the Godown and to arrive 31,000 bales.  
Local Mill.—Has done nothing during this interval.

Arrivals.—The extra str. *Frans Ferdinand* from Bombay, and str. *Namang* from Calcutta have brought in 1,200 bales for Hongkong, and 2,000 bales for Shanghai. Shipments from Hongkong to Shanghai and coast ports, &c. amount to about 1,000 bales.

Shanghai.—Market has taken a firmer tone and a 500 bales have changed hands at an increase of 1/2 to 3/4.  
Japanese Yarn.—Sales of 950 bales of 10s are made @ 15/3 to 16/0.  
Raw Cotton.—Bengal rates continue very high which are entirely unsuitable for the buyers hence no business has passed and these high rates have caused importers to stop shipments. Balance 450 bales prices 3/1 to 3/2 per picul. Chinese Cotton business done in 450 bales @ 3/8 to 3/9. Balance 370 bales price 3/3 to 4/0 per picul.

Rupces T/T 138. Rupces D/D 138. Sterling D/D 110 5/6. Sterling 4m/11 110 9/6. Bar Silver 25 7/6. Shanghai T/T 73 1/2. Japan 91.

THE Colonial Secretary Sir Henry May, with a party of officials paid a visit to several of the third-class hotels on Wednesday in order to see that the premises conformed to stipulated conditions and we understand that the stipulations were fully complied with in each instance.

Mr. Dickinson, the United States Secretary of War, who was in Berlin last month, suggested to the Emperor that the Crown Prince while in East Asiatic waters should visit the Philippines. The Emperor William seemed pleased with the suggestion, and said he would take it into consideration.

EARLY next year, if sufficient inducement is forthcoming, Hongkong may be made one of three projected centres in the Far East for the teaching and encouraging of aviation. The centres at present contemplated are Saigon, Hongkong and one other place, probably Shanghai, though this has not yet been decided in the north.

BERLIN papers announce that negotiations are in progress between the Chinese Government and the Krupp "Germania" Yard, at Kiel, with regard to the construction of a number of submarines for the Chinese Navy. Two Chinese officers on 4th ult. visited the yard and inspected submarines built for the German Admiralty, in which they made a trial trip.

MR. Yukio Ozaki, Mayor of Tokyo, speaking at a banquet given by the Japan Society of New York, suggested that America and Japan should take the lead of the world in using their energies and money for the promotion of international peace and goodwill. If America, England and Japan joined hands across the seas the peace of the whole world would be assured.

THE O.S.K. s.s. *Mexico-maru*, the fifth steamer of the new Trans-Pacific line, on her maiden trip to America, made Victoria, B.C. on the 16th instant and Tacoma, Wash., on the next morning, leaving Yokohama on the 1st inst. This steamer was delivered in New York on the 15th inst. and is the first of a new record of 106 hours in transit from Tacoma to the destination by the excellent silk train of the Chicago, Milwaukee and Puget Sound Railway Co. and their connecting lines.

L'UNG SHING, alias Leung Yuet Shang Loong, manager of a second-hand clothes shop, of No. 6, Tung Street, who was charged last week with that he did on the 24th of March last unlawfully by means of false pretences obtain from the postmaster-General a registered letter containing a draft for \$3,300 with intent to defraud was again brought up before Mr. J. P. Wood at the Magistrate on Wednesday. Defendant was remanded for another week. Mr. Leo D'Almeida was for the defence.

THE difficulty of forecasting whether the Portuguese Republic is likely to stand or not is enhanced by the fact that none of the news as to the position since the Republic was proclaimed arrives from impartial sources. It comes either directly from Portugal, from the new Government itself or from its enemies, who have obvious reasons for putting the best face on the Republican prospect, or via Spain, where there are scarcely less obvious reasons for taking the other view. But upon the whole we are bound to say that there is, so far, no clear evidence of "ecoli." Overt seems to be a trilling Republicanism, and, if other places are still flying Royalist bunting, no definite move by Royalist troops is recorded.—*Post Mail Gazette*.

AT the general meeting of shareholders of the Shantung Mining Company at Berlin a shareholder who had visited the colliery declared that he had been surprised by the large quantity of fine coal which was stored at the Hengshan mine. Of an output of 800 tons a day the quantity of fine coal amounts to 400 tons while only 200 tons of it can be sold. He referred to the circumstance that near the coal mine large quantities of iron ore are to be had, and said that in the whole world there is nowhere a better opportunity to produce iron. He recommended the construction of a high furnace. The chairman, Privy Councillor H. Stier, declared that the board of the company is considering the question of such a furnace. The price of a furnace in connection with a small steel forge was estimated at three million marks; but a full examination of the scheme has shown that the expenses would be much higher. There are also other difficulties, but it is hoped that these will be overcome. If it should be the case, when times are better the directors will come with proposals to the shareholders.

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 3.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation .....	120,000	\$125	\$125	\$1,500,000 \$15,000,000 \$50,000	\$2,029,350	2 1/2 for first half year ending 30.6.10 @ ex 1/10 = \$22.45 .....	5 %	\$80 buyers 286 1/2
National Bank of China, Limited .....	90,000	7	6	\$4,000 \$20,000	\$10,558	\$2 (London 5/6) for 1908 .....		\$80 buyers
MARINE INSURANCES.								
Janico Insurance Office, Limited .....	10,000	\$250	\$50	\$1,500,000 \$15,458 \$202,797 \$185,000 Tls. 225,000 Tls. 688,644 Tls. 137,308 10,000,000	none	\$15 for 1909 .....	8 1/2 %	\$180 sales
North China Insurance Company .....	10,000	115	65	Tls. 225,000 Tls. 688,644 Tls. 137,308 10,000,000	Tls. 305,719	Final div. of 7 1/2 % for '09 making 15 % in all .....	5 %	Tls. 210
Union Insurance Society of Canton .....	12,400	\$250	\$100	\$1,000,000 \$10,000,000 \$198,248 \$105,248 \$718,985	\$287,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$50 per share for 1909 .....	2	\$30
Yangtze Insurance Association, Limited .....	12,000	\$100	\$50	\$1,000,000 \$804,405 \$199,264	\$7,107	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909 .....	1 1/2 %	\$195
FIRE & MARINE.								
China Fire Insurance Company .....	20,000	\$100	\$50	\$1,000,000 \$50,148 \$21,108 \$1,400,000	\$438,406	\$6 and bonus \$2 for 1908 .....	7 %	\$116 buyers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	\$1,400,000	\$486,218	\$27 for 1908 .....	8 %	\$350 buyers
SHIPPING.								
China and Manila Steamship Company, Limited .....	10,000	\$25	\$25	\$57,748 \$20,000 \$100,000 \$250,000	Dr. \$3,777	5 1/2 % for 1906 .....		\$8
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	\$100,000 \$250,000	NIL	2 1/2 for year ending 30.6.1908 .....		\$21 sellers.
Hongkong, Canton & Amoy Steamboat Co., Ltd. ....	80,000	\$15	\$15	\$67,500 \$78,765 \$15,401	\$2,106	Dividend of \$1 1/2 for 30.6.10 .....	8 1/2 %	\$3 1/2 sales
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. Do. (Deferred) .....	60,000 60,000	45 45	45 45	\$18,100 \$780,000	\$7,537.82	6 1/2 for 1907 on Preference shares only @ ex 1/10 11/10 = 53.154 .....		\$58 sellers
"Shell" Transport and Trading Company, Limited .....	1,000,000	1	1	\$1,000,000 \$100,000	\$192,994	Final div. of 2 1/2 per share (coup. 14) making in all 4 1/2 per share for '09 & a int. div. of 1 1/2 per share on acc. for '10 .....	5 %	\$2 1/2
"Star" Ferry Company, Limited .....	10,000 10,000	\$10 \$10	\$10 \$5	\$71,810 \$62,681	\$1,159	A dividend of 7 1/2 % for yr. ending 30.4. 1910 & bonus of 5 % .....	5 % 6 %	\$23 sellers \$12 1/2 sellers
REFINERIES.								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	\$50,000 \$88,650	Dr. \$8,090	\$5 for half year ending 30.6. 1910 .....	6 %	\$124 buyers
Luxon Sugar Refining Company, Limited .....	7,000	\$100	\$100	0310	Dr. \$145,393	\$1 for 1897 .....		\$22
MINING.								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	1	1	\$1,000,000 \$12,389	\$1,435	Final div. of 1/6 for the year 1910 making 15 % (coupon No. 15) .....	0 %	Tls. 16 buyers
Headwaters Mining Company .....	50,000	Pa. 10	Pa. 10	none	none	First year .....		Pa. 10
Ramb Australian Gold Mining Company, Limited .....	150,000	1	18/10	\$4,871	none	\$1 per share 15th dividend .....	5 %	\$6 1/2 sellers \$7/6
Oriental Consolidated Mining Co., Ltd. ....	500,000	G 510	G 510	none	none	Final of Gold 30.6.5 for 1909 in all G \$1.15 .....		
Docks, Wharves & Godowns. Fenwick (Gen.) & Co., Limited .....	18,000	\$25	\$25	\$25,375	Dr. \$8,460	\$1.75 for year ending 31.12.06 .....		\$5 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	60,000	\$550	\$50	\$550,000 \$11,991 \$40,000	\$264,847	\$2 1/2 for 1909 .....	4 1/2 %	\$52 buyers
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	\$25,000 \$221,000	\$11,755	2 1/2 for half year ended 30.6. 1909 .....		\$50 buyers
Shanghai Dock and Engineering Co., Ltd. ....	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 697,837 Tls. 10,000 Tls. 125,000	Tls. 6,461	Final of Tls. 2 1/2 making Tls. 6 in all for year 30.4. 1910 .....	8 %	Tls. 70
Shanghai and Hongkew Wharf Company, Limited .....	10,000	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,322	Interim of Tls. 1 for 1910 .....	7 %	Tls. 95
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 4,114	Tls. 4,114	Tls. 6 for year ending 30.2.10 .....	5 1/2 %	Tls. 97 sellers
Central Stores, Limited .....	50,123	\$15	\$15	\$1,000,000	\$24,771	5% for 1909 .....	8 %	\$2 1/2 sellers
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	\$648,975 \$10,000	\$1,177	\$5 on old shares \$1.50 on new shares for half year ending 30.6.10 .....	6 %	\$197
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	\$500,000	\$1,177	Interim of \$1 1/2 for 1910 .....	7 %	\$100
Humphreys Estate & Finance Company, Limited .....	150,000	\$10	\$10	\$226,945 \$28,510	\$1,177	45 cents for 1909 .....	6 %	\$68 sellers
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	none	\$169	\$2 1/2 for 1909 .....	8 %	\$34
Shanghai Land Investment Company, Limited .....	78,000	Tls. 50	Tls. 50	Tls. 1,325,045 Tls. 30,000	Tls. 61,969	Interim of Tls. 1 for 1910 .....	6 1/2 %	Tls. 105
West Point Building Company, Limited .....	12,500	\$50	\$50	none	\$1,058	Interim of \$1.50 for 1910 .....	8 1/2 %	\$10
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd. ....	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 40,000	Tls. 10,991	Tls. 11 for year ending 31.10.07 .....	8 1/2 %	Tls. 90
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	Tls. 125,000	\$1,177	50 cents for year ending 31.7.08 .....		\$44 buyers
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.09 .....	10 %	Tls. 51
Lao-keung-mow Cotton Spinning & Weaving Co., Ltd. ....	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 4,839	Tls. 6 for 1909 .....	10 %	Tls. 50
Sey Choo Cotton Spinning Company, Limited .....	2,000	Tls. 600	Tls. 600	Tls. 12,000	Tls. 1,177	Tls. 15 for 1909 .....	17 %	Tls. 890
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited .....	8,500	12/6	12/6	\$1,500 \$10,000	\$648	15 % per share for 1909 .....		\$8 sellers
China-Borneo Company, Limited .....	60,000	1/2	1/2	\$1,000 \$10,000	NIL	60 cents for 1909 .....	6 1/2 %	\$10
China Light and Power Company, Limited .....	50,000	55	55	none	\$10,242	60 cents for year ended 28.2.06 .....		90 cents buy
Do. Special shares .....	50,000	55	55	none	\$10,242	80 cents for 1909 .....	10 %	\$74 sellers
China Provident Loan & Mortgage Company, Ltd. ....	125,000	\$10	\$10	\$1,000,000 \$10,000	\$1,177	\$1.20 for year ending 31.7.09 .....	7 %	\$174 buyers
Dairy Farm Company, Limited .....	40,000	\$7 1/2	56	\$1,000 \$19,000	\$4,390	Interim of 15 cents per share for 1910 .....	10 %	\$34 sellers
Green Island Cement Company, Limited .....	400,000	\$10	\$10	\$5,000	\$670	14 per cent. v.t. \$1.40 for 1909 .....	12 %	\$12 sellers
H. Price & Company, Limited .....	18,000	\$10	\$10	none	\$1,177	A dividend of \$1.20 per share and a bonus of 10 cents per share for year end. 28.2.10 .....	6 %	\$20 sales
Hongkong Electric Company, Limited .....	60,000	\$10	\$10	\$150,000 \$40,000	\$7,616	Interim of \$1 per share for 1910 .....	6 %	\$125 sellers
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	\$150,000 \$6,176	\$6,176	Interim of \$1 per share for 1910 .....	9 %	\$14 sellers
Hongkong Ro-Ro Manufacturing Company, Ltd. ....	60,000	\$10	\$10	Tls. 60,000 Tls. 68,924	Tls. 216,682	2nd interim dividend of Tls. 15 making in all Tls. 37 1/2 for 1910 .....	5 %	Tls. 1,100
Maatschappij of Mijb. Bosch en Landbouwwer- kstoffen in Bangkok, Limited .....	125,000	Gd. 100	Gd. 100	Tls. 125,000 Tls. 68,924	Tls. 216,682	80 cents on fully paid shares and 8 cents on 1/2 paid shares for year ending 30.4.10 .....	10 %	\$117 sellers \$8 sellers
Peak Tramways Company, Limited .....	25,000	\$10	\$10	\$20,000	\$3,014	None .....	10 %	\$117 sellers
Peak Tramway Company (new) .....	10,000	\$10	\$10	none	Pa. 18,640	None .....		
Philippine Company, Limited .....	15,000	\$10	\$10	Tls. 24,820 Tls. 300,000	Tls. 1,177	No dividend this year .....	2 %	Tls. 115
Shanghai-Sumatra Tobacco Company, Limited .....	10,000	Tls. 20	Tls. 20	none	none	First year .....		\$36 sellers
Societe des Pulpes et Papeteries du Tonkin .....	1	50	50	none	none	None .....		\$800 Hongkong (curr)
South China Morning Post, Limited .....	6,000	\$25	\$25	none	Dr. \$21,096	None .....	8 %	\$25
Steam Laundry Company, Limited .....	20,000	\$25	\$5	none	\$27,566	10 % for year ending 31st May 1910 .....	8 %	\$5 sales
Union Waterboat Company, Limited .....	50,000	\$10	\$10	\$11,956	none	60 cents for year ending 31.12.03 .....	5 %	\$61
United Asbestos Oriental Agency, Limited .....	10,000	\$10	\$5	\$25,000	\$143	15 % per ordinary share for year ended 21.5.10 .....	5 %	\$14 sellers
Watkins Limited .....	10,000	\$10	\$10	none	\$1,041	15 cents for 1909 .....	5 %	\$5 sellers
Watson (A.S.) & Co., Limited .....	90,000	10	10	\$300,000 \$1,000	\$2,613	2 % for 1909 .....		\$61
William Powell, Limited .....	15,000	87		none	\$782	None .....		\$21 sales

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